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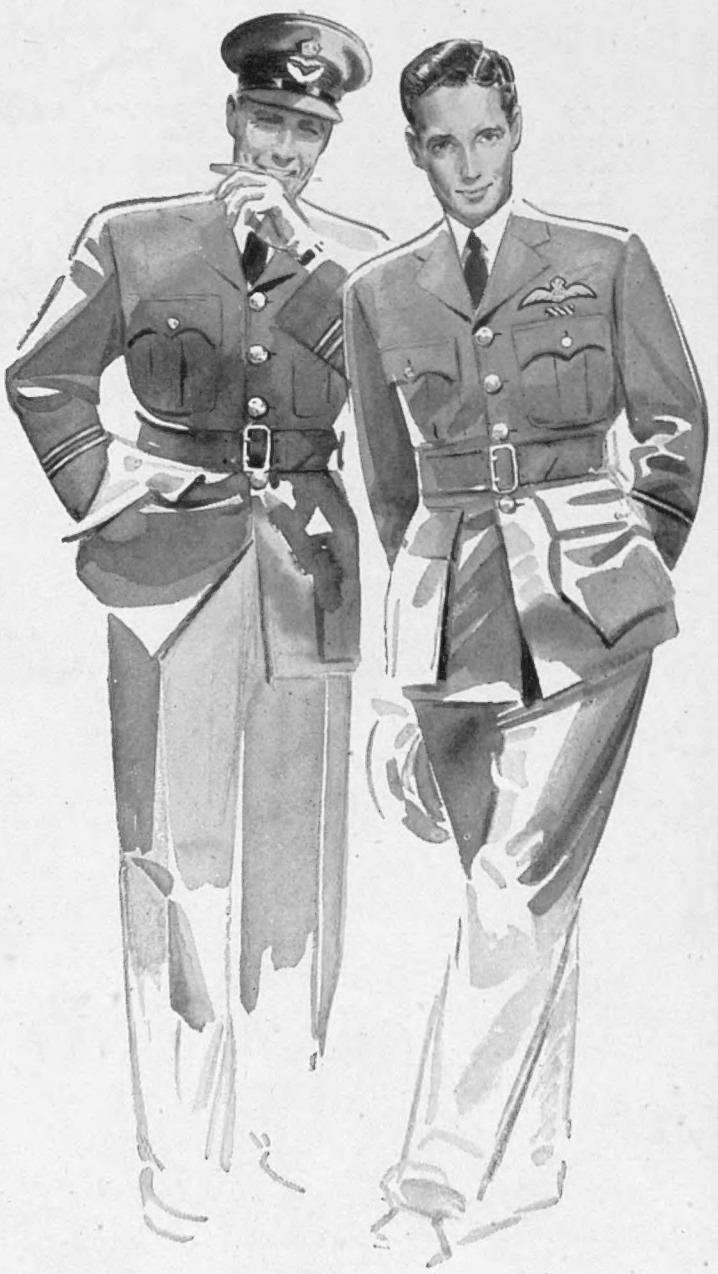

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Volume CLXXV No. 2282 The SPHERE, London, October 16, 1943

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

AFTER THE CITY OF NAPLES HAD FALLEN TO THE FIFTH ARMY: GENERAL MARK CLARK, THE AMERICAN G.O.C. (accompanied by members of his staff), makes a tour of the wrecked and looted city on foot soon after its occupation by the Allies

Shortly after Naples had been captured, General Clark decided to visit the city. His headquarters were in a tent some little distance away: dismissing the driver of his jeep, who had reported for duty, the General climbed into a tiny communications plane. He then told the pilot to land him as near to the centre of Naples as possible. Not many minutes later the Neapolitans were amazed to see a tiny plane fly down the length of the Corso Umberto, less than 50 ft. above the ground, turn at the top near the Station and land near the Square. The General alighted more than an hour ahead of his usual schedule. After his tour of the city on foot, during the course of which the above picture was taken, General Clark then went on to visit the front beyond Naples. Later he returned to the tiny plane and was soon back at his tent headquarters

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A WAR NEWSLETTER —No. 215

1, NEW OXFORD STREET, W.C.1.

Lull ?—Military science and theories of strategy are not my cup of tea, and I do not ever stir that troubled brew. I feel the temporary loss of those triumphant Russian bulletins, as the citizens of Moscow must feel the loss of those daily *feux-de-joie* in their ears. Autumn rains and the broad Dnieper have achieved what every military expert assumed they would achieve, a temporary respite for the Nazis, a temporary slowing down of the triumphant progress of the Red Armies. That the slogan of all the Allies must be "keep them on the run" is obvious as plain common sense to the layman. That is the bones of Russian clamour for second and fourth fronts, and that is the basis of our hopes that the Dnieper lull will prove but *reculer pour mieux sauter*, and that Russia will be on the move again at the moment when our own plans for diversions, whether on the Adriatic coasts, or in Western Europe, are translated into action and begin to run concurrently with our northward sweep through Italy. The Nazis in recent vital months have clearly been hard put to it to find local, let alone strategical, reserves, and it is in that pass that the Allies must keep them. Whether or not they can now bank on a respite during which they can reorganise their reserves, the next few weeks will show. It is interesting to recall that towards the end of the last war a military theory grew into a precept, based on experience, that, in the French-Flemish terrain, at any rate, the advance of armies was mathematically defined, not by power of resistance or offence, but by "Q" problems—the bringing up of necessary supplies to the advancing troops. This mathematical condition (it was held) limited the March Push of 1918 (German), and the Allied Push of August 1918 (Villers-Bretonneux), and even the Allied "Peace March" towards the German frontier in October - November 1918 — a mere question of supply and transport, and the limits of its powers of elasticity *vis-à-vis* the lines of supply. The Dnieper and the Slush, not to add the stupendous exertions of the Russian Armies during three months' hard, are by themselves quite enough to account for a lull. But it would interest me (as an inquiring layman) to know whether, in terrain altogether different from the Somme or Flanders, that old theory of mathematical conditioning of advances has been totally exploded by more modern methods, or whether it has held good at any time in the campaigns since 1940. The next few weeks will show.

Bombing: the Uses of Reprisal.—To the inquiring layman, the sphere of bombing strategy is, above all other, *terra incognita*. Yet it is not possible to leave it as a dark continent. It is of vital personal interest to us all. We now accept it as proven that last June or thereabouts the Nazis, faced with the growing menace of the Anglo-American nonstop assault on Nazi war industries, did indeed switch a great part of their bomber production over to fighter production, and the result has been seen in increased fighter opposition to our bombers over Germany and elsewhere, and in the comparative immunity of our own island from air attack by any but converted fighters or light bombers, or occasional sneak raiders by day. We realise that no form of warfare cries so loud for vengeance and reprisal as does the bombing of cities, and we conclude that the pressure of public opinion inside Germany cannot much longer delay a serious effort by the Nazis to stage a

THE SOUTH AFRICAN GENERAL who escaped from an Italian prison camp—Major-General H. B. Klopper, Commander of the South African 2nd Division at the time of the surrender of Tobruk in June 1942. He walked from his place of captivity at Sulmona into the British lines at Foggia after a trek of nearly three weeks

bomber "come-back" on a considerable scale, either upon our bomber airfields or our cities or our key war-industry centres. Such efforts, howsoever all out, can be nothing but costly gestures of revenge which will certainly be unpleasant for us and may bring some satisfaction to the Germans, but can hope neither to weaken our air offensive nor largely to reduce our output of war material. American output in planes alone is now so immense that a serious effect on Allied output depends much more on Nazi U-boat success than on Nazi counter-bombing success. Yet all reason suggests that the Nazis must try their hand at large-scale air reprisals, and that soon. What forces can they bring to bear? To an extent that must depend on the activity on the Russian and other fronts. To an extent it is conditioned by present policy of plane production inside Germany.

A Layman's Speculations.—The uninformed layman may guess that the best which the Nazis could do this winter would not exceed the scale of the post-Battle of Britain period. For a time we might expect, I suppose, armadas of 200 to 250 bombers in a night, of which fifteen to twenty would be nightly destroyed. Considerable damage would be done. Hundreds of lives lost among civilians. But the results could hardly seriously affect *Allied* production in any branch, and would stiffen British resistance, unity and aggressiveness. How long the *Luftwaffe* could stand the wastage we do not know. And that leads the layman to an interesting speculation from observation. He notes, in the past months of comparative immunity, how high a proportion of the few bombs which have fallen, have fallen in open country, country which (the enemy must be aware) is relatively barren of objectives; country, at the least of it, over which the chances of hitting even a pigsty must be 90 to 1. Most of this bombing is doubtless unloading by raiders chased by night-fighters, and unquestionably the sky over such innocent terrain is the right battleground for our night-fighters if they can catch the enemy there. One might therefore expect the Nazi air chiefs, realising the decline in skill, experience and morale of their airmen, to cut the wastage of their bombs by strictly defining the approaches of raiders from Germany to Britain to lines covering congested areas or direct over the sea to populous areas right on the coast, so that the panic discharge of bombs would at least have a better chance of doing material damage. A layman's observation points to no such definition of lines of approach. A very high percentage of such bombs as fall, fall on "barren" ground and are as to 90 per cent. wasted effort. This is curious to the uninformed mind. I do not, of course, understand anything of the technique or rules of the game. It may be that it is recognised technique, even among the most highly

FIELD-MARSHAL SMUTS, WITH HIS SON AND A.D.C., CAPTAIN SMUTS, on his arrival in England on October 5. He has come for consultations and discussions at the invitation of the British Government, and may stay for two or three months. He will have the status of a member of the War Cabinet

trained air crews, to jettison the bomb-load when seriously threatened by night-fighters at some point where the chance of reaching the given objective is remote. But, unquestionably, the greener the crew, the higher the proportion of bomb-loads jettisoned in panic over "barren" terrain and with long odds against hitting any sort of useful target. I should like to hear Sir Philip Joubert on these layman's puzzles.

Postscript to Two Articles.—That journalism is ephemeral stuff, every journalist in wartime is quickly and ruefully made aware. If he be a *weekly* journalist, he may see his old washing hanging on the line long, long after washing-day is over. Your daily journalist is in less sorry case. His yesterday's prophecies and pronouncements have lit the "donkey" (or, better still, gone to the paper salvage box) usually before they have been publicly exposed as tripe—and his public has a kindly tolerance bred of short memory. As a weekly journalist, I have had no more telling proof of one's handicaps in wartime than last week's proofs. Within a few hours of writing the first lines of this article on "The Lull" in Russia (autumn rains and the swollen Dnieper, etc.), Stalin had struck again here, there, everywhere. The key town of Nevel had fallen. New regiments of the Red Army had been accorded place-name honours, and activity had flared up all along the Ukraine and down to Azov. At the same time I aired a layman's theories on the subject of German air reprisal, suggesting that (wisely or unwisely) the Nazi war leaders could not much longer defer, under pressure of public opinion, a bigger-scale effort at reprisals over Britain. And while these effusions were still in the post to London, the Nazis were giving clear evidence that a step-up in the scope of their night bombing was to be the order of the day (or night). Am I to view these things ruefully as handicaps, or shall I rather plume myself upon them as proofs of prophetic vision, swiftly implemented? I will leave it to the reader over my shoulder to decide.

Joy-Bells in Berlin.—Last week an event was noticed in the Press in America, and England also, which must have rung the joy-bells in Berlin and at Hitler's Headquarters. The Nazi cause is hard pressed. One of Germany's chief stimulants to enduring to the end is the possibility of quarrels among the Allies which might undermine the united will to victory and allow the Germans once

THE NEW SOVIET AMBASSADOR, M. Feodor Gusev, who succeeds M. Maisky, and who has just arrived in London from Ottawa, where he was Soviet Minister to Canada

more to escape the net and to prepare a third time for world domination (and all that that implies for humanity).

Some American Senators had been visiting the Allied fronts in the West and in the East. They gave to a secret session of the U.S. Senate the harvest of their findings. I will not do Goebbels' work for him. I will say no more than that these "findings" bore all the signs of hasty, partial, haphazard investigation, of hearsay and of rancour, and were well calculated to stir up distrust among the Allies and among the armies of the Allies, and to cause annoyance to Russia and resentment in Britain. The proceedings of this "secret" session were front-page news next morning in the Press of America, and were copied in many British newspapers as soon as possible. The catalogue of these Senators' complaints read like a fantastic rigmarole of a nasty schoolboy's nightmare, the vapourings of a petty shopkeeper's delirium, induced by bankruptcy. Nevertheless, these things were seriously said and were deliberately accorded the widest publicity all over America and by a part of the British Press. In this crisis of war (one might have supposed), an Allied Senator or an Allied newspaper would as soon have thought of disclosing confidential information as to the day and place of an Allied invasion of Europe as of giving publicity to this mischief. But not so. The thing has been done; we stand aghast at the myopia and littleness of Democracy in its hour of crisis.

THE OLD STAGER

THE SCENE OF DESTRUCTION WHICH CONFRONTED THE FIRST ALLIED ARRIVALS IN THE ONCE-BEAUTIFUL CITY OF NAPLES. These were apartment houses near the waterfront: to-day they are in ruins. Those buildings which had escaped three years of Allied bombing were deliberately wrecked by the Germans before they left; they mined or fired many of the public buildings and the big hotels

The ENTRY into NAPLES on OCTOBER 1

OUTSIDE THE MUNICIPAL BUILDINGS IN NAPLES as the first British "Recce" troops drove into the city. This was the scene before the monument to Victor Emmanuel II, with civilians welcoming their Allied liberators

DESPERATE CIVILIANS GET DRINKING WATER FROM THE BROKEN SEWER-MAINS. The retreating Nazis blew up the water viaducts before leaving, and there was no fresh water for some days in the city

HOW THE CHEERING CROWDS GREETED THE MEN OF THE FIFTH ARMY: Among the civilians were many Italian soldiers still in possession of their small arms

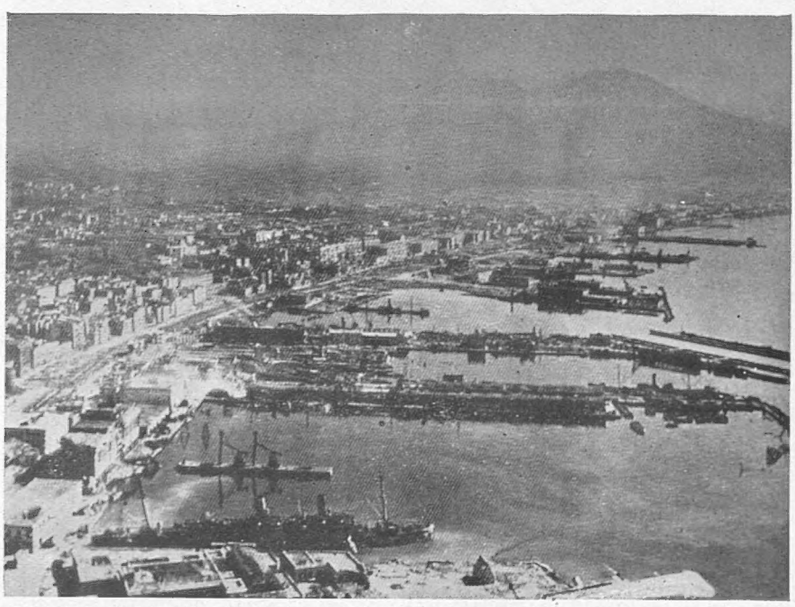
When the Fifth Army entered Naples in the early morning of October 1, the welcome they received from the civil population was overwhelming. The crowds grew until fully 20,000 people were pressing around the first jeeps to arrive—howling, cheering, weeping, screeching. Soldiers were shouldered from their seats and disappeared from view beneath a sea of crazed Italians, whilst hundreds of Italian soldiers fired their rifles into the air. It must have been one of the most amazing scenes in Italian history. Naples itself is in pitiful condition, with only one street—the Via Roma—intact, and with 500,000 people on the verge of starvation. The R.A.F., after three years of bombing, had completely demolished the dock area right back to the Corso Umberto: the rest of the city was deliberately wrecked or fired by the Germans before they left. When our men entered, there was no lighting, no gas, no water, no food. But it was not long before the task of clearing the debris was begun—a task which will take many, many months before the city will be able to recover its old aspect

THE CITY OF NAPLES

As the Allies Found it

The pictures reproduced on this page have all been received by radio from Algiers. They show the very heavy damage suffered by Naples as a result of Allied air attacks on the great Italian naval base during three years of war. It has been estimated that 90 per cent. of the dock area and waterfront have been devastated, and that it will take many months before the debris is removed and the harbour capable of functioning fully. The city, too, has been devastated over wide areas—but this was the result of deliberate Nazi wrecking just before they were forced out by the Fifth Army

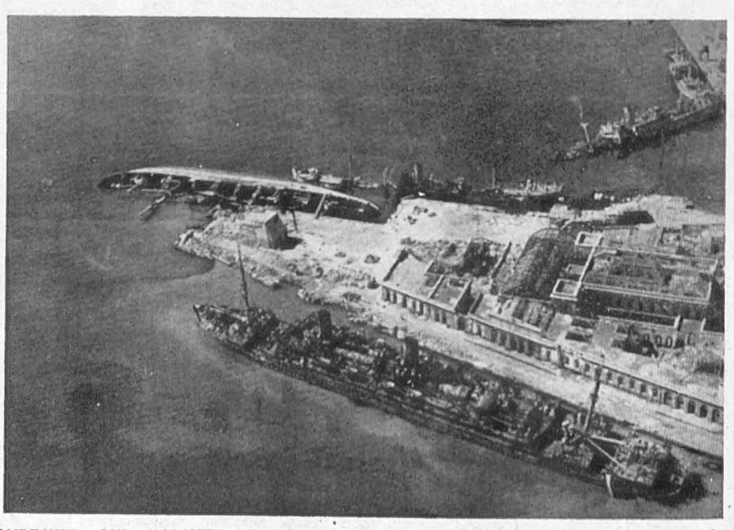
THE NAPLES WATERFRONT JUST AFTER THE ALLIES HAD DRIVEN OUT THE NAZIS. The scene of desolation in the harbour area, showing wrecked buildings and destroyed shipping on every hand



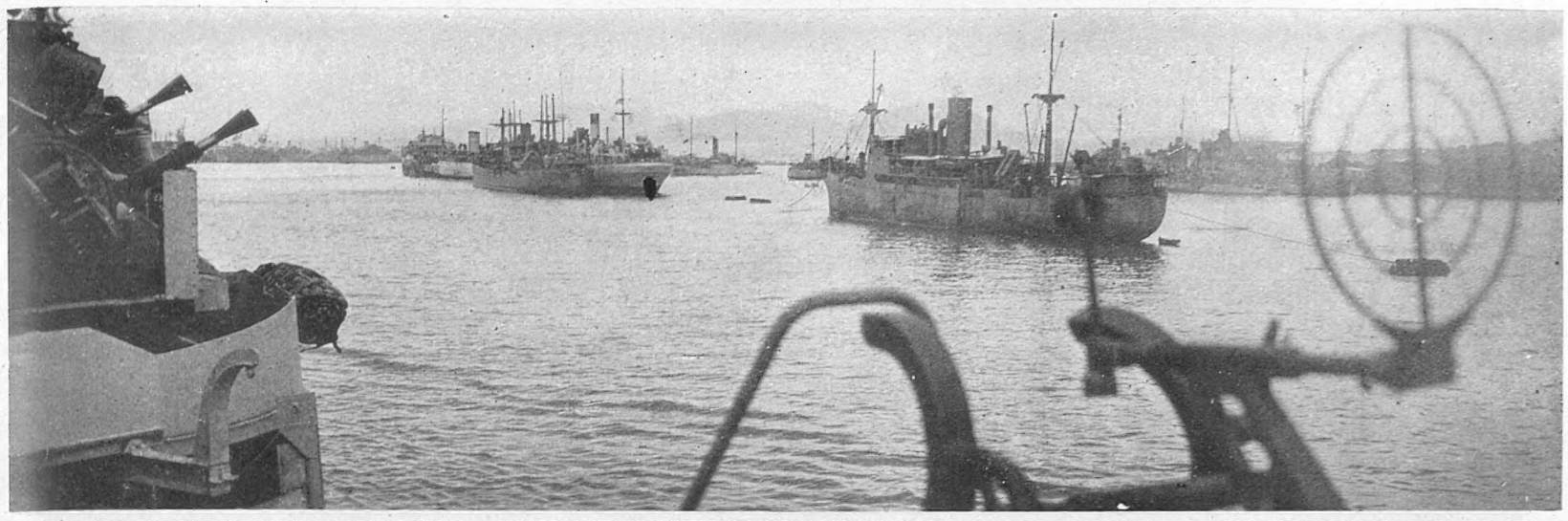
SHATTERED SHIPS AND SKELETON WAREHOUSES LINE THE HARBOUR AREA OF NAPLES. Mount Vesuvius is seen in the background. Despite the damage on the waterfront, many of the residential parts behind this area are comparatively unharmed

LIFE BEGINS TO RETURN TO NORMAL IN THE CITY. In spite of the heavy damage to the waterfront and to public buildings, crowds of Neapolitans are now going about their daily work and trying to clear up the city after the German evacuation

SUNKEN AXIS SUPPLY SHIPS lie beside bomb-wrecked warehouses in Naples Harbour, the result of Allied raids on the city



WRECKED AND CAPSIZED ENEMY MERCHANT VESSELS line the quays in the harbour, in which area the damage has been the greatest

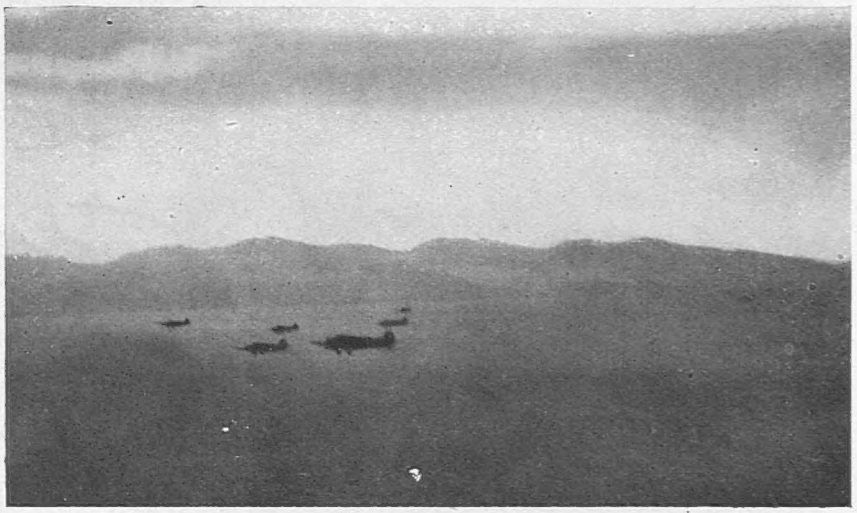


IN THE HARBOUR AT GIBRALTAR : A SCENE FROM A GUARD SHIP AS LINERS AWAIT THEIR ESCORTS. During past months, the Rock has been the gathering place for hundreds upon hundreds of Allied ships of all types—ocean liners, cruisers, tramps, transports and almost every other kind of vessel. These ships have come from the Mediterranean, or are on the point of sailing through the Mediterranean, where British naval supremacy has once again been established. The Germans have made frequent comment by radio of this altered naval and mercantile situation

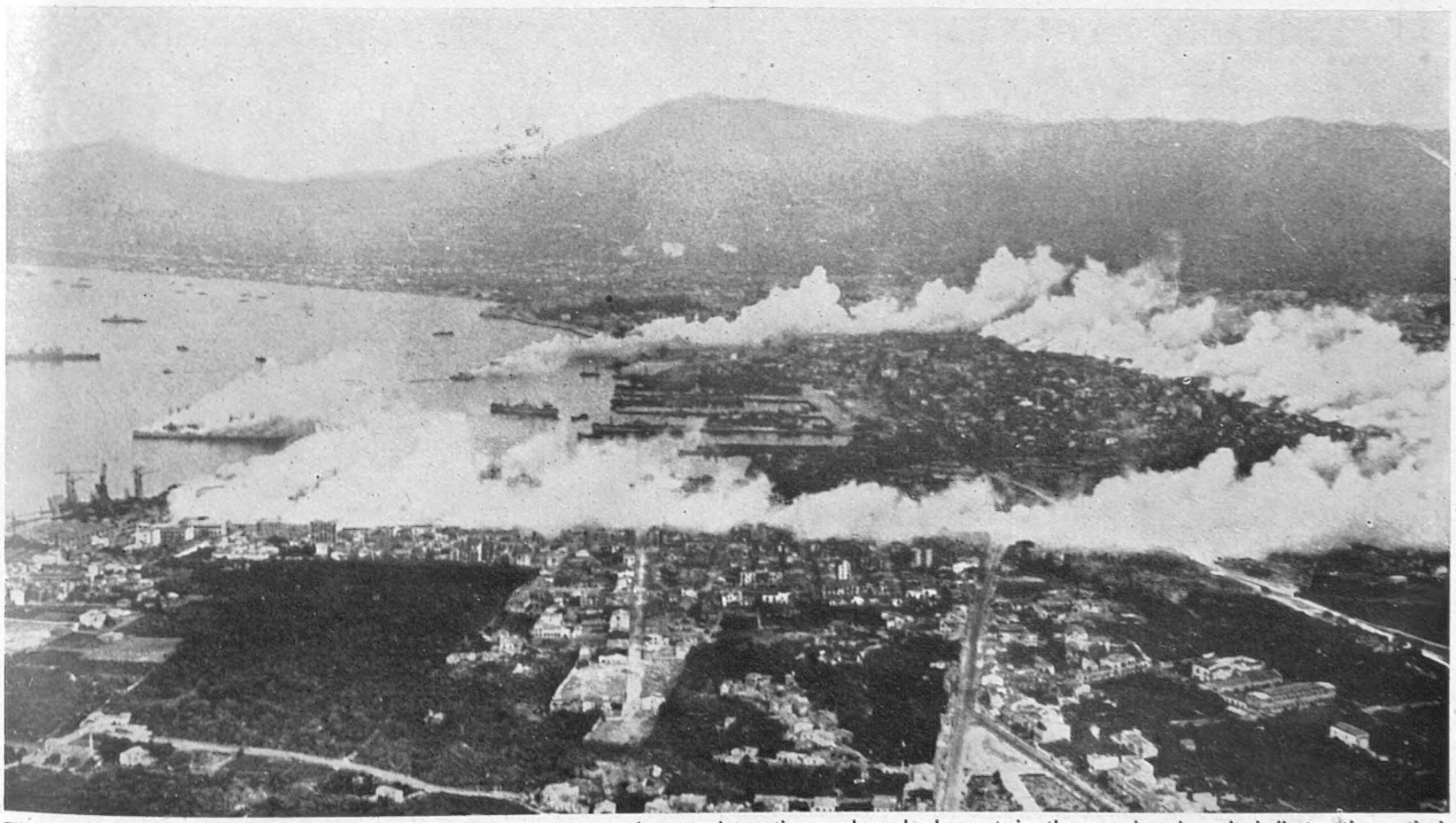
By SEA and AIR:

New Pictures from the Mediterranean and from the North Sea

BRITISH BEAUFIGHTERS ATTACK NAZI SHIPPING IN THE NORTH SEA : Beaufighters of Coastal Command (escorted by Spitfires of Fighter Command) carried out a successful attack against a large and heavily armed convoy off the Dutch coast recently. One medium-sized merchant vessel and one smaller ship were hit by torpedo, and three escort vessels were set on fire by cannon-guns. The Beaufighters had to fly through heavy flak before reaching their target. This picture was taken during the engagement. It shows a heavily armed merchant vessel known as a Sperrbrecher (indicated by an arrow), used for escort purposes, which was damaged and set on fire : in the left-hand bottom corner is a trawler-type auxiliary ; the sea at its stern is pitted with cannon-shells. The three feathers of foam (centre) are paravanes towed by the auxiliary for mine-sweeping : the aircraft chasing the trawler is one of the attacking Beaufighters. The ship behind the Sperrbrecher and the ship in the right far background are medium-sized merchant vessels. Note the protecting balloons in the left background



THE NAZI AIR EVACUATION FLEET AT CORSICA SHOT UP BY BEAUFIGHTERS : Twenty-six German air transports were destroyed and ten damaged in two days by Beaufighters of the North African Coastal Air Force attacking the shuttle service evacuating German troops from Bastia to the Italian mainland. Seven were destroyed on the first day ; nineteen three-engined Ju 52's were shot down and ten damaged on the second day. This is one of a series of action photographs taken during the attacks : it shows a formation of Ju 52's flying low over the sea off the coast of Corsica, and it was taken from one of the Beaufighters which later joined in the assault



THE SMOKE OF WAR RISES OVER THE CITY OF PALERMO : This picture shows an interesting modern development in the war by air : it indicates the method by which a city can be screened during an attack by enemy aircraft. It was taken over the Sicilian capital just when a Nazi air raid was imminent : the Allied forces quickly got to work and soon a smoke cloud was enveloping the harbour area as the Germans arrived, thus confusing the bombers

JUST BEFORE ENTERING THE TOWN OF CAVA, TO THE NORTH-WEST OF SALERNO: a large column of Sherman tanks, operated by the British, halts for a few seconds before passing through towards the Plain of Naples. In this district the country is mountainous and difficult, but after fierce fighting the Germans were beaten back to beyond the city, which was occupied by the Fifth Army on October 1st

ON THE ROAD TO NAPLES

Official Pictures Taken during the Fighting which Preceded that City's Capture

BOMB DAMAGE IN BATTIPAGLIA. The Germans fiercely resisted the advancing Allies at this town: they used houses and buildings of all types as pill-boxes and strong-points, until they were blasted out by Allied bombers and fighter-bombers. This picture shows how efficiently this process was conducted by our airmen

THE BRIDGE BLOWN BY THE GERMANS AT CAVA to delay the advance into the Naples Plain. Mortars and infantry of a Fifth Army Division made an attack on the Germans holding the heights each side of a defile north-east of Vietri (on the coast, in the Cava district) early on the morning of September 23. All objectives were soon taken and many prisoners brought in. Moving in advance of the tanks, the Royal Engineers then advanced northwards up the main road to Cava, to remove enemy mines and to repair the demolished bridge in the town shown above

A TYPICAL COUNTRY ROAD FROM MOLINA TO MARIORI, which lies to the westward from Salerno: it shows the difficult country through which the Allied columns had to advance on the way to Naples

A GERMAN MARK IV TANK destroyed by accurate Allied mortar-fire in the Vietri district before the open plain in front of Naples was reached

SUPPLIES WERE CARRIED BY HAND TO THE FRONT LINE IN THE SALERNO HILLS. In this jumble of hills, where the enemy resisted the Allied advance with heavy mortar-and shell-fire, supplies and ammunition had to be carried by men up the hill-side to the forward positions. Jeeps were only able to negotiate part of the way, and were mostly used for ambulance work. In this picture, wounded German prisoners are seen being conveyed to the rear by British soldiers down a rocky mountain path

BRITISH TRANSPORT ENTERING RESINA, THE LAST TOWN CAPTURED BY THE ALLIES BEFORE THE FINAL DRIVE ON NAPLES ITSELF WAS LAUNCHED. The houses in this town—as everywhere in the district—were badly damaged by bombs and shells: a way past the rubble was hastily cleared, and soon flags were brought out by the civilians to welcome the advancing Allies

HITLER GIVES GERMANY A WINTER HELL

The Grim Prospect for the German People during the Bitter Months which are Now to Come

By FERDINAND TUOHY

FOR the first time Germany will this winter suffer on something of a par with her victims round Europe. Not the same kind of suffering in many respects. But, all in all, just as bad. Some would say worse. Anyhow, it is to be far the most dread winter Germans have ever known, and that goes for the oldest inhabitant.

There is not much point in putting any particular aspect "first," since it is the interplay of the whole that is going to count. If one led off with fear of the Russians as the heaviest care lying over Germany, that would apply mainly to East Germany. Obviously, West Germany thinks more about bombs than about Russians. So there is no attempt here at any assessing "in order."

The bombing and the Russians assuredly constitute the two fundamental factors destined to make the Germans' winter of 1943-44 immeasurably more painful than that of 1942-43. Recollect that the R.A.F. did not begin its all-out attack on the Reich until March 3 last, when the winter was almost over. While Stalingrad did not sink in until January. And, even so, it was still so very far from German hearths. But soon the Russians may be within striking distance of East Prussia—that Red Army so beyond challenge in cold and snow. And with so much to avenge, so incomparably more to pay back than Rennenkampf's Cossacks of 1914, whose excursion over the border, nevertheless, put such wind up the Germans that their war-lords had to heed a panic cry and rush two army corps from west to east, which was to lose them Paris and the war.

Yet in two respects the retreat before the Russians may bring some form of solace to the Germans. Firstly, the *Wehrmacht* is back much nearer the homeland, freed from the ghastly hell of the steppe, and the soldier's morale is bound to improve by the new propinquity, and be communicated in some measure to civilians. And, secondly, hope is nurtured that Hitler, recovering some of his past wizardry, may be able to fix a deal with the Russians by clearing right out of their country.

A hope born of despair; for if there is one thing that stands out in Germany this winter, it is the knowledge that the war is lost irretrievably. Goebbels's pep-talkers are now so many blatherers in German ears as well as in ours; and this is an immense change. First, it was to be victory through the *Luftwaffe*. Next by the U-boat. Germans know that each has been vanquished in finality. Only the Army survives, yet by its far-flung presence on foreign soil it adds hourly to the hate unrivalled in history that Germans know to be closing in on them.

Weary to death of the war, they long for peace, and can do nothing to bring it nearer. That Frankenstein of their own loins, Himmler's Waffen S.S. and its accessories, will take good care that "there 's no Badoglio." If they would be safe, Germans must confine themselves to murmuring their defeatism to the ceiling in the night.

And then the sirens sound. Allied bombing can hardly be expected to continue through the winter, over Alps and North Sea, at the tempo of September and October moons. All the same, the Germans know they will be blasted on scores of nights—and days—and that it will be a sorry urban Reich when spring comes again. For the bombers will congregate over their cities, coming from the south and east, as well as from the west. Enduring they 've shown themselves to be, these German civilians, yet it must be terrible to reflect that scarcely an onlooker has sympathy to extend to those who began it; a thing the Germans also know full well.

How many still believe their Messiah can retaliate sufficiently to cause the Allies to desist? That and secret weapons appear to be the last hopes clutched at, and concerning the first, Germans must know that every week that elapses will render the chance of efficacious retaliation less likely; and that if it doesn't arrive by the New Year, it never can, for then the bombs will pelt down and forbid the *Luftwaffe's* rising again other than lamely and fitfully.

It will be a winter of vast migrations in Germany as hundreds of thousands trudge or are moved from ruined centres; and here again the justice will be poetic, for have not the Germans caused horrible suffering by enforcing the migration of millions? Now the Germans will knock at their compatriots' doors, ask to be taken in and collect scowls. Every advice out of Germany says that evacuation is due to provide the Nazi Party's most raging headache. Even before cascade raids, the housing shortage was acute. Henceforth Germans will have to pile on top of one another. A few million women, children, aged and sick may escape in rural colonies, but the broad working bulk of the nation must "stick around" somewhere.

Like numbed slaves they 'll labour by day under the observation of Party spies, but that will add to the animosities of billet life. Wrenched from their homes, these Germans themselves exude cold anger and receive the same from their grimly unwilling "hosts." Nazi orators preach "be nice to each other" and "we are all in the same boat." But it doesn't work. Nerves have worn too thin and keeping alive has become such an ordeal. Physical fatigue is another widespread newcomer.

Here we must remember that this is the first winter of total mobilisation, and that millions of adults and adolescents who a year ago were still enjoying some feeling of comfort and security, are now having to labour long hours and to live in rough, promiscuous communal conditions, with nearly everything "verboten" or past obtaining.

In the way of distraction, Germans are about reduced to whishy-washy beer, radio-music, Nazi-passed films, and "love" of the freest description. The beer-drinking becomes less and less appetising, because the Gestapo is making a dead-set at "beer-table politicians." All radio may be confiscated if the Party cannot stop listening to foreign broadcasts in any other way. Only the Forces can get into theatres, so civilians must stomach the films. Much of the sexual licence seems to have been promoted by the punishment meted out to wives who betray their husbands at the front. Young German women have decided it is more comfortable not to have husbands for the duration.

Dancing is prohibited, as Hitler deems the nation to be in mourning as long as the war lasts.

This winter, too, the Germans are much more conscious of the 12,000,000 foreign slaves in their midst. A year ago there was no fear of them; they were *slaves*. But the coming victory of the slaves' compatriots has changed that. The Germans are haunted by the ill-concealed hatred of these millions of hungry, all-deprived foreigners. Many would like to make up to the captives. But that means death, if detected. So the most the Germans dare is to listen to the foreigners' grievances, so very akin to their own sentiments.

If any people ever explodes, it should be the Germans after this war; after Himmler, Bormann and company have finished compressing all lips. It is now "treason and cowardice," and death, if a German is overheard—maybe by one of the new Gestapo glamour girls—expressing the opinion that American production is a decisive influence.

The silent anguish many German women must go through, unable to express a syllable of their true feelings; mourning 3,000,000 dead, disabled and captive, and more who have passed beyond ken in the whole monstrous shake-up.

But to return to material matters. This is to be a cold winter in Germany. Only hospitals may use coal. Every scrap of fuel is needed for war purposes now that the shadow grows longer over the Ploesti oilfields. And to make things worse, civilians can no longer acquire clothing of any kind. Bombing of textiles and *Wehrmacht* priority have caused that. A really severe winter, such as 1939-40, would be a potent war-shortener by reason of its further sapping of physique and will to resist. Great cold in the black-out, coming on top of intense depression and growing under-nourishment, might conceivably crack the German Home Front ere the swallows return.

The lack of nourishment is present whatever Goebbels says about a fine harvest. Women stand in queues for hours and get far less than here, or our recent "inside Germany" authorities have been kidding us. Goebbels is right in saying that the food situation of 1918, "one of the main causes of the collapse," is not yet nearly being reproduced. But he knows the shortage will steadily increase because agricultural vassals are refusing to send as heretofore to the Reich, because stocks for Germany in the occupied countries are being destroyed as never before, because the years of looting and cattle-slaughtering in these lands have at last come home to roost, and because fruit-growing Italy and South Russian produce have been lost.

Another menace to the German food front resides in the bombing of cities and transport junctions. Practically no food got into Hamburg for days after the obliteration, and it is known that the Nazis fear the effect of bombing on food distribution.

The creaking and cratered transport system is a further major source of depression. "Victory Before Travel!" Germans are sloganed. But they are not asked if their journey is necessary. They may not journey even to the next townlet, except by rarest dispensation, and the resultant interminable immobility all through the winter, in the same few square miles, among the same people, rounds off the wintry hell Hitler has visited on his Germans in the fifth year.

WHAT HAPPENS UNDER THE NAZI YOKE

1—A GERMAN MARINE IN COPENHAGEN (in white circle) starts running through the Square: it is clear from this photograph that there was no provocation from the peaceful Sunday crowd of Danish civilians

The calm, but determined, attitude of the unarmed population of Denmark gets on the nerves of the Nazi forces of occupation. The soldiers are frightened; they spy danger everywhere, and rarely go out alone. Here are three stages of an incident which shows how the morale of the Germans is worsening. A Nazi marine, walking through a Copenhagen square on a recent Sunday afternoon, imagined that the crowd of passers-by was becoming hostile. His nerve gave way. Running amok, he drew out a revolver and started shooting wildly at the crowd until a scene of the wildest disorder was created amongst the quite innocent Danes

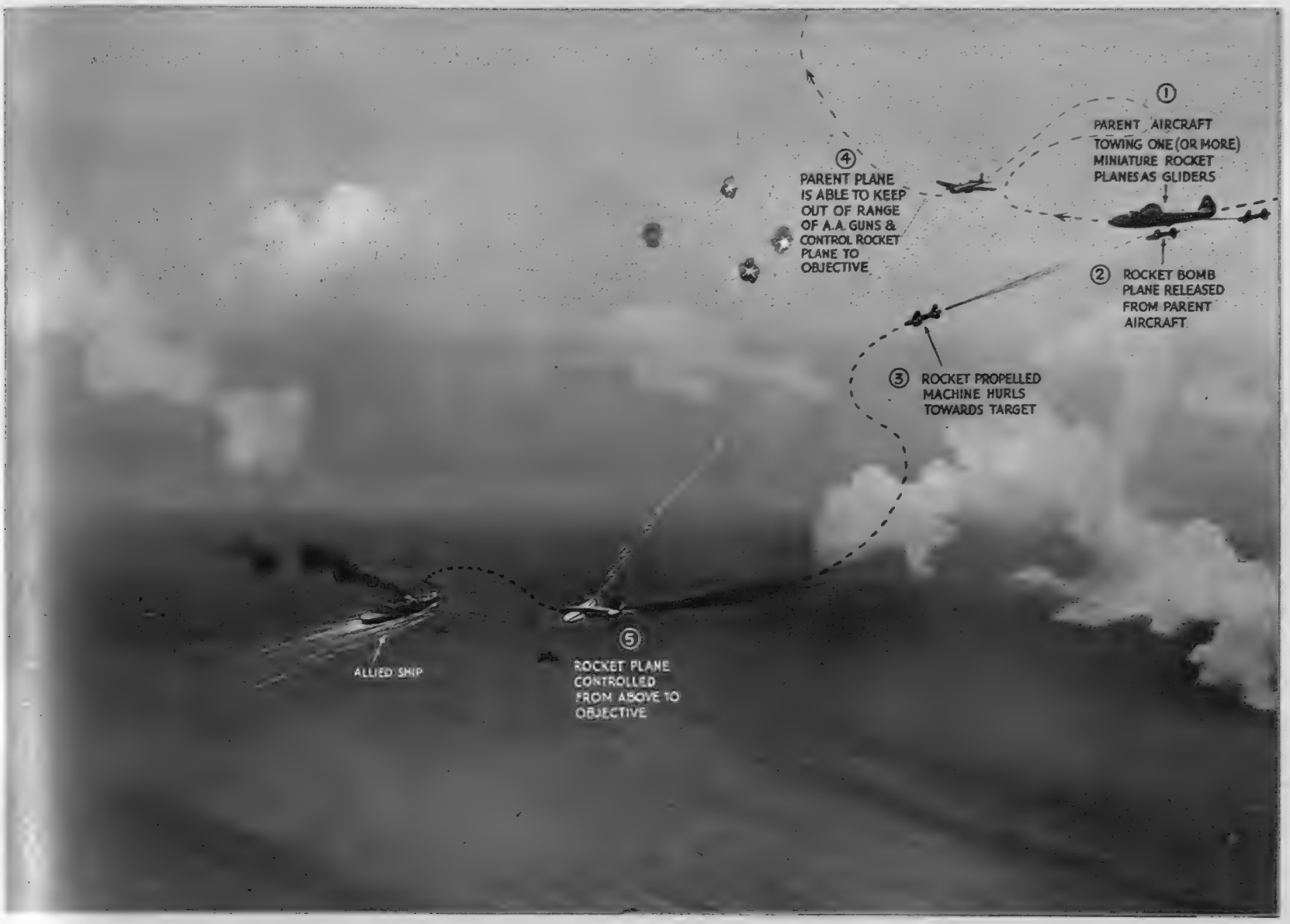
2—THE GERMAN MARINE AIMS HIS GUN AT THE UNSUSPECTING CROWD. Immediately afterwards the first shots were heard: then the German police and troops intervened with the usual Nazi brutality. Danes had once more to suffer under the jackboot of the invader

3—AFTER THE INCIDENT: German troops picket the Copenhagen streets and try to disperse the Danish citizenry

THE NEW "SECRET WEAPON" OF THE GERMANS

The Wireless-Controlled Projectile Which was First Described by the Prime Minister Last Month

—A Drawing by Roland Davies of the Rocket-Assisted Glider Which Releases Its Bombs from a Height and Directs Them to Its Target



In his last speech to the House of Commons on September 21, the Prime Minister gave details of still another German "secret weapon." He said that we have now "had experience of a new type of aerial bomb which the enemy has begun to use upon our shipping at close quarters, on our ships coming to the coast. This bomb may be described as a sort of rocket-assisted glider, which releases its bombs from a height and is directed towards its target by parent aircraft."

In commenting on this statement, various experts have pointed out that, in all probability, the new Nazi weapon represents a refinement of principles well known from the wireless-controlled Queen Bee target aeroplane used for practice anti-aircraft gunnery practice before the war. The essential principle is to cut out the human element in dive-bombing. "In its latest version," says the *Daily Mail*, "the parent plane tows a number of these projectiles, thereby giving them the character of gliders." They can be released one by one, and on release cease to be gliders. Rocket propulsion comes into play to give them speed and make them airborne and they are directed on their flight by remote wireless control. As the projectile nears its objective, it is put into a steep dive, with the object of hitting its target as a dive-bomber would if it did not flatten out. The explosive charge is carried in the nose of the projectile, which is precisely similar in stream-lining to the nose of a small fighter plane. In a plane, of course, this would house the motor and propulsion, and it is believed that the rocket principle is used so that the nose of the fuselage may act like a bomb or a shell on impact.

It is essential for those in the parent plane to have a complete view of the target, so that even in good weather its accurate range is probably much less than ten miles. Moreover, the parent machine has to carry extremely heavy apparatus to control the rocket-glider, and so has not the range to attack Atlantic convoys.

A SCENE ON BOARD THE AIRCRAFT-CARRIER "ILLUSTRIOUS": A Martlet fighter plane of the Fleet Air Arm being brought up on to the deck by lift. Note the manner in which the outer halves of the wings turn upwards for storage in the hangars below

AT THE BOTTOM OF THE LIFT-SHAFT: The Martlet is wheeled away below, after an attack on a Nazi U-boat. Much of the success of the Allies in the recent phases of anti-U-boat warfare has been due to the employment of carrier-based aircraft. As soon as a U-boat is spotted, an attack is carried out swiftly—often before the enemy submarine has time to submerge. One of the aircraft taking part in this type of warfare is the American-built Martlet shown in the two pictures herewith. Its maximum speed is 330 m.p.h., with a range of 1,150 miles: for deck landings at sea, it has the low landing speed of 68 m.p.h. Not the least interesting feature of this fighter aircraft is the manner in which the wings fold, for accommodation in the below-deck hangars

b

The BOMBING of GERMANY—*Some Special* Sphere *Drawings*

THE DAYLIGHT RAID ON EMDEN ON SEPTEMBER 28, when Thunderbolts and Flying Fortresses made flying history—an impression of the raid, and the manner in which it was carried out—*Drawing by H. P. Burton*

When a great force of Flying Fortresses dropped several hundred tons of bombs on the German U-boat base at Emden, many notable things were achieved by the U.S. air forces which took part. The attack lasted for half an hour, and during its course pamphlets as well as high explosives and incendiaries were dropped. For the first time: 1—Flying Fortresses were escorted by Thunderbolt fighters all the way there and back, a distance of about 600 miles; 2—They carried out "saturation," instead of their usual precision bombing, so great was the force employed; 3—The Fortresses mounted their bombs in a new manner, thus allowing a greater diversity of bombs and a greater weight in each plane. These included thousands of small incendiaries. Many German fighters came up to attack the bombers during the course of the raid, but they were fought off—in most cases by the Thunderbolts

HOW THE THUNDERBOLTS FLY: A group of these British-based fighters are here seen going out to protect a formation of Fortresses during a flying operation by daylight over England

A NEW WEAPON TRIED OUT AND PERFECTED BY THE AMERICANS during the Tunisian campaign. Fortresses dropping fragmentation bombs to destroy aircraft on an enemy aerodrome—*Drawing by Roland Davies*

Towards the end of the campaign in Tunisia, the American Air Forces in that theatre of war, operating under the new Tactical Air Command, tried out an experiment—fragmentation bombing of airfields to immobilise enemy aircraft. The effects were watched closely by the experts, and the result was the application of the same technique in Sicily. Before we invaded the island the Germans had between 250 and 300 fighters in the Catania area ready to oppose our landings. Air Marshal Sir Arthur Coningham, Air Officer Commanding the Tactical Air Force, recently described how the Fortresses were turned on to bombing those fighters and their airfields; the devastation caused was such that by the time the landing was made only twenty to thirty of the fighters were serviceable. The effect of fragmentation bombing was devastating. Air Marshal Coningham said: "The technique had proved itself in Sicily as it did in Tunisia in helping to smash the *Luftwaffe*." Since those days many other attacks by the same means have been carried out in France and Holland and elsewhere

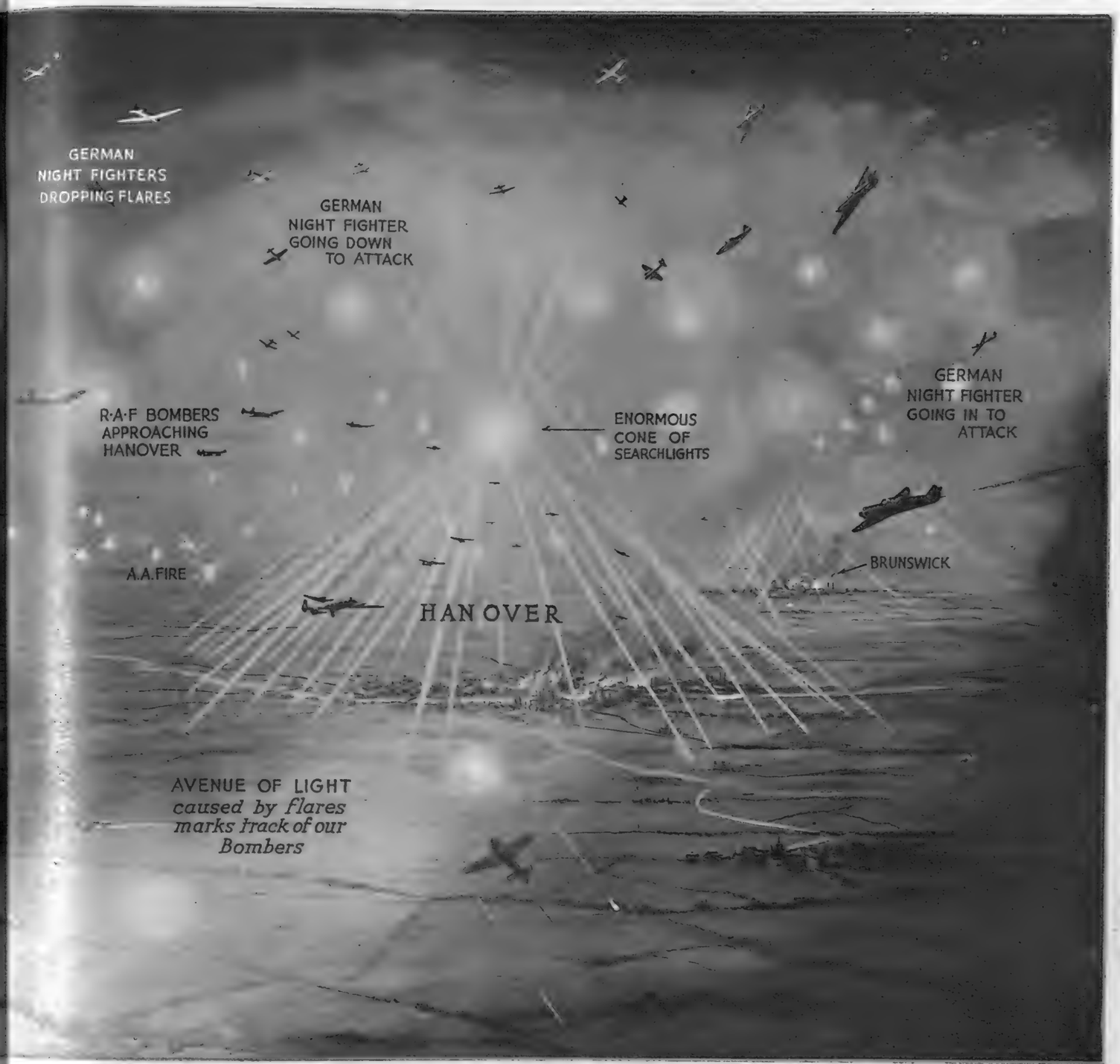
"THE AVENUE OF LIGHT": HOW THE ENE... by Nazi fighters to mark the track of ...

British bomber crews who take part in the very heav... raids now being made on industrial Germany ha... the answer to the question: What has become of th... *Luftwaffe*? They say that all their experience of day an... night raiding shows that the German Air Force, particular... the fighters, have turned mainly to home defence. In fact... it is probable that there are now hundreds more Germa... fighters between Britain and Berlin than at any time ... the last two years.

Men and planes never intended for use as defensiv... fighters, and machines not designed for night interception... are now busy on these tasks. The Germans clearly hop... to force the United Nations to abandon raids in any strength... by inflicting losses that are too big to take. Any big attack... on a German city, or on targets in the Occupied Territories... which mean anything to the Germans, brings the *Luftwaffe*... up in hundreds.

The recent heavy attack on Hanover was a case ... point. As our bombers went in, the pilots at once realise... how strong were the defences. One said that he had never... before seen so many combats over a target area. Flak, active... at the beginning of the attack, died away, either because ... the rapid bombing or to leave the air clear for fighters.

"Fighters tried to intercept us all the way," said ... Halifax pilot. "They dropped flares on both sides of our... track, making an avenue of light. When we reached... Hanover there were the usual long lanes of flares running... into the target and out again. We could see them reflected... in the river and lighting up the sky for miles around. At... the beginning of the attack all the searchlights in the target... area were operating together, making one enormous cone... Before we left they had split into smaller cones. Some... waved aimlessly about. My rear-gunner reported that he... could see the fires of the blazing city as we recrossed the... enemy coast."



ATTEMPTS TO DEFEAT OUR BOMBERS DURING THEIR HEAVY ATTACKS ON BIG GERMAN CENTRES BY NIGHT. The powerful flares shown in this drawing are dropped by bombers, and over the target itself there are great concentrations of searchlights around which the fighters swarm. A scene like this greeted the first British arrivals during the recent powerful attacks by the R.A.F. on Hanover, Brunswick and Emden—*Drawing by Roland Davies*

AMERICAN MARAUDERS ON THE WARPATH: A formation of these medium bombers are here seen swinging over Western Europe to deliver another bomb cargo on enemy fighter aerodromes. Note the barrage in the upper left hand

BOMBS AWAY: Six 500-pounders start on the way down to a German fighter aerodrome beneath. The "Marauder" is a new twin-engined medium bomber which is amongst the latest to operate from Britain: it is being used by the U.S. Army and Navy and by the R.A.F. There is a crew of five. Although details of its performance have not yet been released for publication, the Marauder is known to embody the latest features demanded in modern air combat—its equipment includes power-operated turrets, self-sealing fuel tanks and protective armour

ALLIED VICTORY in NEW GUINEA

The Capture of the Three Great Jap Bases at Salamaua, Lae and Finschafen

—And the Manner in which Allied Aircraft are Waging War against Jap Shipping and Supply Vessels in the South-West Pacific

General MacArthur's offensive in New Guinea has been crowned with success by the capture of Salamaua, Lae, and Finschafen, the bases from which the Japanese had directed the attacks upon Papua last year. The enemy had secured them eighteen months ago, when the capture of lightly held islands was an easy matter. Now Japan is not quite so confident of victory, and is finding the holding of her wide conquests demands all her strength.

The recent successes have been the result of many months of slow penetration and a gradual forcing back of the enemy from Wau towards Mubo, a country of impenetrable jungles and high ridges. But the Australian militia had done their work well and were ready to take their part in the first landing with which the offensive began on July 1. American troops landed at Nassau Bay, ten miles south of Salamaua, and made swift penetration inshore.

These operations took some weeks, and it was not till September 4 that General MacArthur made his main attack, with the landing of a large, fully-equipped army in the Huon Gulf, to the east of Lae. At the same time paratroops descended upon the Markham Valley, surprising the Japanese, who had not experienced anything of this kind among the islands. Flights of bombers, accompanied by a tremendous number of fighters, protected the landing of the paratroops, who were led by General MacArthur himself. Transport planes carried the troops, and guns were dropped on positions where they could go into action at once. Lae was now surrounded on all sides. Airborne troops were on the west in the Markham Valley; the Australians were advancing on the east; other forces were on the north; and Allied troops around Salamaua held the south. It was estimated that there were some 20,000 Japanese in the Lae area,

THREE GREAT JAP BASES FALL TO GENERAL MacARTHUR'S AMERICAN AND AUSTRALIAN FORCES: The capture of Salamaua was principally a land operation: after that base had fallen, Lae fell as the result of an attack made from three sides, as indicated here. Finschafen was then attacked from the sea, forces being landed on all sides. The Japanese survivors are now dispersed in the terrible jungle and hill country in the interior (See *accompanying article*)

AUSTRALIAN AND AMERICAN SOLDIERS WHO FOUGHT THE JAPS FROM NASSAU BAY TO MUBO gaze down on the enemy stronghold at Salamaua. In a direct line, the distance was not so great; but the capture of the Jap base meant hard fighting in country almost as bad as that of the Kokoda trail over the Owen Stanley Mountains at the very beginning of the Papuan campaign

and that they would inevitably be trapped, without hope of escape by land or sea. The landing east of Lae was the largest force yet assembled in the Pacific and was a complete success. Once ashore, the troops quickly penetrated inland to keep off reinforcements from Finschafen and then turned west towards Lae. Their chief obstacle was the Busu River, a wide but usually shallow river capable of being forded, but swollen then by tropical rain. The enemy made a strong stand on the opposite bank, being well posted and armed with 75-mm. guns.

Meanwhile, the Australians were pushing towards Salamaua, which they captured on September 14 after the troops had swum across the Francisco River—a daring operation with the river in full flood. Apparently, few Japanese were caught in the ruins of Salamaua, most of them having fled into the jungle, where it was confidently expected that they would soon be mopped up. Salamaua had been held by the enemy since March of last year, when the small garrison evacuated in face of the large Japanese force.

The capture of Lae followed, on September 18, almost unopposed at the end after the crossing of the Busu River. It was then found that there was plenty of ammunition in the town, and to the general surprise the place was extremely dirty.

No time was lost after the occupation of Lae, for within four days another fully equipped convoy set out for Finschafen, where a landing was made seven miles to the north of the port. This time the Japanese were ready, fully aware of the movement and prepared for the place of attack, which was the only suitable beach in the area. In consequence, the landing was more difficult, but was finally achieved with success and the troops pressed home their attack. It took ten days to crush the Japanese resistance, but Finschafen fell on October 2, and with it General MacArthur's brilliant offensive reached a successful conclusion. The whole of the east coast of New Guinea is now free from the Japanese, and the Allies are in a good position to dominate the enemy at Madang and Wewak, and also for any offensive towards Rabaul and New Britain.

HOW AMMUNITION HAD TO BE TAKEN UP TO THE GUNS IN THE SALAMAUA AREA. American soldiers festoon themselves with belts for the machine-guns and heavy shells for the field-guns hammering at the enemy positions. Salamaua fell on September 12, when remnants of the Jap garrison fled through the jungle towards Lae

THESE DANGEROUS-LOOKING KNIVES are carried in the flying-boots of the Australian Spitfire pilots operating in the South-West Pacific. They are for emergency use if forced down in the dense jungle

AMERICAN AIRCRAFT IN THE HANSA BAY REGION, NEAR WEWAK. This lies on the northern coast of New Guinea, to the north-west of Salamaua: the picture shows a U.S. Army bomber approaching for another strike at a Japanese vessel in the bay. The three large circles in the water are the results of bombing hits or near misses from the former run made by this bomber. The Jap ship is apparently in a sinking condition, with a lifeboat pulling away from her stern. Other Jap ships are seen in the background

A SURPRISE ATTACK ON JAP SHIPPING IN WEWAK HARBOUR. The two giant geysers are the result of bomb-bursts around the Jap freighter. The small loading lighter in the foreground is zigzagging to evade the rain of bombs by raiders of the U.S. Army Fifth Air Force. In the background to the left are other Jap ships receiving their share of attention from the bombers. Note the American aircraft coming in, in the upper right. The low-level attack is invariably employed on occasions such as this

A JAPANESE VESSEL IN HANSA BAY IS COMPLETELY OBSCURED BY THE GEYSERS, SMOKE AND EXPLOSIONS CAUSED BY BOMB-BURSTS AND MACHINE-GUN BULLETS. The ship was attempting to land supplies on the north coast of New Guinea: but this area is under continual surveillance by American aircraft, and great losses have been inflicted on the Jap shipping which attempt to run the gauntlet

ENEMY CAMOUFLAGED SHIPS IN HANSA BAY ARE ATTACKED BY AMERICAN LOW-FLYING BOMBERS

In the picture on the left, a bomber (seen over the inland in the upper right) is making an approach on a poorly camouflaged Jap vessel lying at anchor in the bay. The plane from which this picture was taken had just passed over the target, dropping the bombs which can be seen in the air above the ship: another bomb has just struck the ship anchored at the extreme left. On the right the U.S. medium bomber which made this picture had just dropped its cargo of destruction, getting a direct hit on the Jap vessel at the right. The splash of another exploding bomb is seen in the foreground, with still another bomb about to strike the water. Another U.S. bomber is coming in very low over the Jap vessel to finish the job. At the top edge of the picture is another American aircraft, and in the centre background a whole formation of attacking planes

THE ITALIAN BATTLEGROUND

The Advance on Naples, and Incidents during the Fighting which led to its Capture

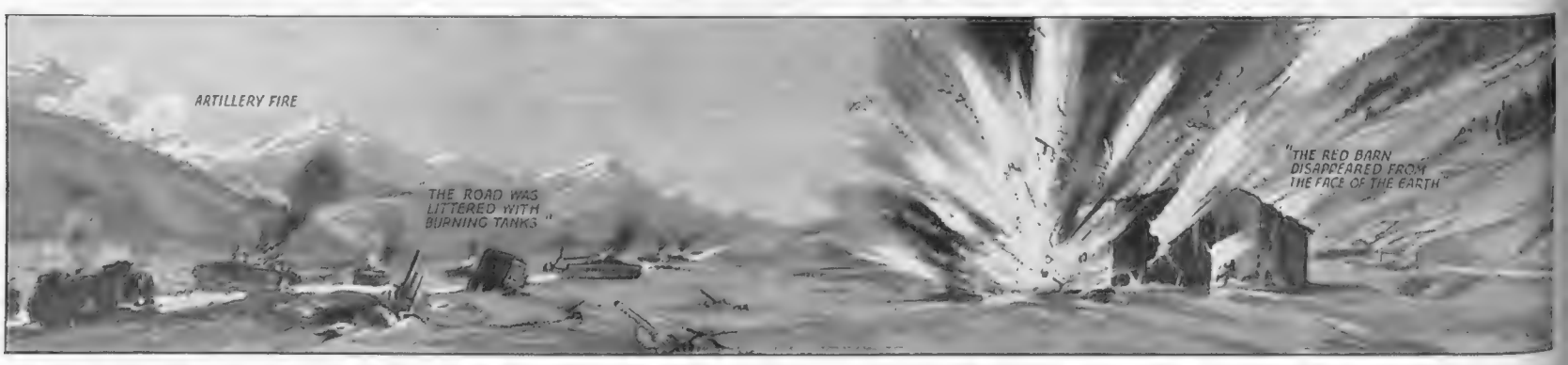
—Special Sphere Drawings

THE FLIGHT FROM NORTHERN ITALY INTO SWITZERLAND: The scene on the St. Bernard Pass as the civilian population crowded the roads in a mass evacuation—*Drawing by E. G. Lambert*

When Italy surrendered the Germans at once took over whole areas in the northern part of the country. In consequence, a mass evacuation into Switzerland was begun by the civilian population; during the course of which every type of vehicle, and every road out of the country, was used. The overcrowding of vehicles was incredible; and on Alpine roads, such as the St. Bernard Pass, the crowds of civilian refugees presented a sight unparalleled in Italian history

LIBERATED ITALIANS RETURN HOME: In contrast to the scenes in Northern Italy is the one depicted above: it was taken in the battered village of Battipaglia, to the south-east of Naples, and shows soldiers and civilians returning to their homes after the Allies had liberated their birthplace from the Germans

MARSHAL BADOGLIO IN SOUTHERN ITALY. This picture was made at the Italian Naval Headquarters: it is the first of the Marshal to be taken since the surrender of Italy



HOW THE FLEEING NAZIS IN THE NAPLES AREA WERE SHELLED BY THE GUNS OF THE NAVY AND BY ALLIED LAND ARTILLERY: A scene on the battlefield around Salerno, showing how pockets of resistance in the hills were cleared out by directed shell fire—*Drawing by E. G. Lambert*

As the enemy retreated from Salerno towards Naples, small pockets of German infantry were left behind, well dug in on the hills round the Salerno plain, to cover the main German retreat. Many of them were completely wiped out. "The sight below us was fantastic," wrote a correspondent who viewed the scene from the air. "Everywhere in the enemy territory there were numbers of slit trenches and machine-gun pits, with three or four Germans in each pit. Smouldering tanks littered No Man's Land, while far away to the north and east the retreating columns of Germans could be seen rolling away. They were constantly under the fire of our long-range naval and land guns, who were shelling them as far away as the Battipaglia and Eboli areas. Over our wireless set we could hear an observation post directing our artillery fire and, looking down, could see the results. One request was for concentrated fire on a red barn in which twenty Germans were reported to be hiding. In a matter of seconds the red barn just disappeared from the face of the earth

HOW NAPLES WAS CAPTURED BY THE ALLIES AS THE RESULT OF A THREE-WAY ATTACK. The British forces advanced around both sides of Mount Vesuvius; the U.S. Fifth Army followed a route through Benevento to the east; and the Eighth Army came up from Lucera towards Campobasso, in a movement which threatened to outflank the Germans holding the city—*Drawing by E. G. Lambert*

After the consolidation of the Allied positions round Salerno, our forces began to move northwards. First (as related in last week's issue) the hill country cutting off Salerno from the Naples Plain was firmly secured: then, British troops went forward by way of Nocera, around both sides of the great volcano: Pompeii was captured on September 29, Torre Anunziata on September 30, and Naples itself at 8 a.m. on October 1. The U.S. Fifth Army meanwhile was also moving up amongst the hilly ground more to the east, occupying Avellino on October 1, Benevento on the following day, and pressing on towards Campobasso. The latter town was also the objective of the Eighth Army, coming up from Lucera and Foggia. To aid the land forces, the Royal Navy in the Bay of Naples shelled the German shore positions. When Naples was finally reached, the city was found to be in flames and sacked by the Nazi hordes who were soon in full retreat towards the Volturno River, across which they were soon followed by the advanced Allied units, and then by the whole of the pursuing army

THE MASSED ADVANCE OF THE ALLIES, THROUGH PRECIPITOUS MOUNTAIN COUNTRY, TOWARDS NAPLES. A scene with the Eighth Army, as General Montgomery's men hurried forward across unbroken bridges to link up with the Fifth—*Drawing by W. G. Whitaker*

The roads through the rocky spine of Southern Italy presented an extraordinary sight as the Eighth Army came up fast to make contact with the Fifth. Often our troops passed along roads which cling to the flanks of the mountains or drop steeply away to the sea. Many bridges span precipitous canyons—but these were found to be intact. For what reason the bridges were left unbroken, one cannot tell; but the lack of demolitions certainly enabled our men and their equipment and guns to hurry onwards at a great rate! Lorries in huge numbers swung past picturesque hill-top towns; masses of infantry marched forward in compact bodies; signalmen and despatch riders swarmed on hillside and on road; as the great relieving force went forward

WHERE THE TIDE OF BATTLE HAS FLOWED

Scenes from the Villages and Towns of Southern Italy which are now Firmly in Allied Hands

SUSPENSE DURING THE ADVANCE OF THE BRITISH FORCES IN SOUTHERN ITALY. This scene, from a small town in the hills, shows a group of civilians and police trying to determine the identity of the newcomers in the car ahead—*Drawing by Edward Osmond*

It is, perhaps, not generally realised how loosely held has been the so-called "line across Italy." This has permitted the enemy to leave concealed machine-gun pockets as rear-guards in positions where, if they are lucky, the gunners may still have a narrow line of retreat. Such tactics help to create a situation of uncertainty as to which side may be holding the next small town or village: witness the case of five German engineers who, with demolition explosives in a couple of cars, careered into Foggia, not knowing it was already in British hands! Our artist in his drawing above depicts the scene as viewed from the point of view of the local populace and police. A car has drawn up in the street: it is a moment of suspense for the group in the foreground. Incidentally, during recent operations in the south, our troops have encountered a number of Italian soldiers in various stages of self-demobilisation. Some were moving back along the road to find anyone who would take charge of them: some were moving forward still carrying their arms, presumably as volunteer auxiliaries to the Allied forces

AN AMERICAN RANGER HANDS OUT RATIONS to Italian men and boys. These civilians assisted in carrying supplies up the mountain-side to passes held by the Allied forces: now they are being suitably rewarded

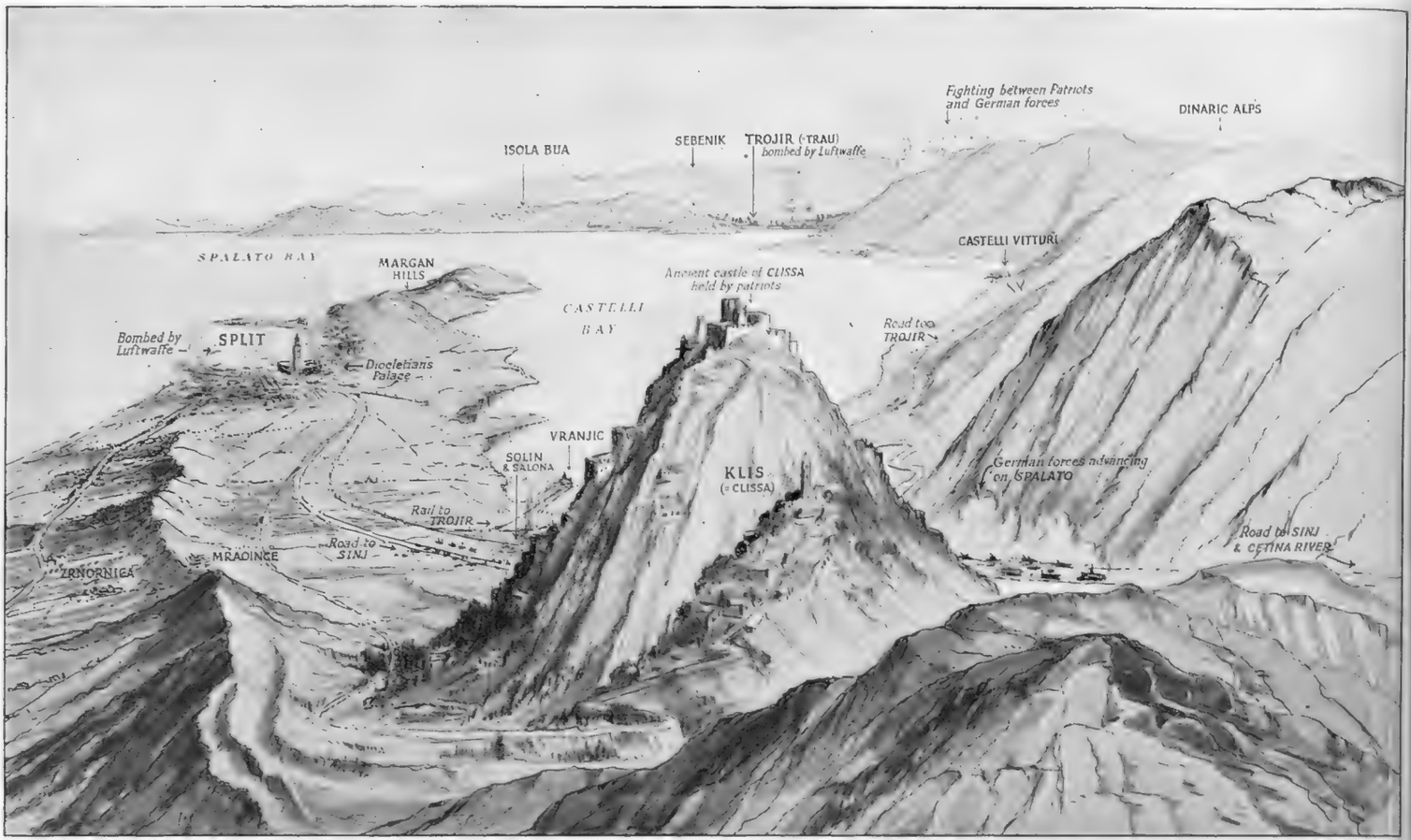
IN THE VILLAGE OF ALTAVILLA after the Germans had been driven out and the Americans had taken over. The liberated Italians have gathered to read a poster put up by the Allied Military Government

A CAUTIOUS FORWARD MOVEMENT: A patrol of British troops enters the village of Pugliano, from which the Germans had only just withdrawn during the Allied advance on Naples

A VILLAGE SQUARE UNDER ALLIED OCCUPATION: Posters of A.M.G.O.T. are displayed on the right: civilian police (bearing their new armlets) are seen on the left: Allied vehicles of all types are passing through

AMERICAN SOLDIERS ENTERING A WRECKED SQUARE IN ACERNO. Many of the houses and cafés at this spot had been completely ruined, and the enemy had been forced to leave behind one of his medium-sized guns. Similar destruction, but on a much wider scale, was later experienced in the City of Naples itself

THE GERMAN TERROR IN AN ITALIAN VILLAGE. Citizens and relatives are here seen at the burial ceremony in the Italian village of Rionero which took place on the spot where sixteen men were murdered by the Germans. One of the villagers objected to a German stealing chickens: Germans shot him, and an angered friend wounded a German soldier. Sixteen men of the village were then lined up and shot. The Italian inscription over their grave reads: "Martyrs of the Nazi-Fascist Atrocity"



THE STRUGGLE FOR THE DALMATIAN COAST, where the patriot forces have been fighting the Germans in the Split area following on the abandonment of this region by the Italians since their surrender to the Allies. This view has been taken from above the rock summit of Clissa, one of the most wildly romantic places in the whole Mediterranean area—*Drawing by Percy Horne*

On Both Sides of the ITALIAN MAINLAND

In Corsica and in Dalmatia, where the Enemy has been Routed by Patriot Forces

Since the withdrawal of the Italians, who had been holding down the Dalmatian coast up till the surrender by Marshal Badoglio, the Germans have been attempting to gain the control of the eastern shore of the Adriatic, which was seized by the Yugoslav patriots as soon as it was abandoned by the Italians. In this, however, the Germans have been stoutly resisted by the patriot bands, who have been seizing other places and generally strengthening their hold at various points in this beautiful and difficult country.

One of the most hotly-contested places has been the area around Spalato, or Split, as it is now called. The harbour of this town, which is the most important on the whole Dalmatian coast, recently fell to an invading patriot force which ousted the local Bulgarian garrison after hot fighting in the Naretva River region which lies to the south-east of Spalato. This was not at all to the liking of the Germans, who threw in a relieving column from Mostar. There was fighting on the banks of the River Cetina and around Sinj, with the result that the Germans were able to force their way towards the port on the road passing Klis (or Clissa), a most spectacular townlet dominated by a rock-perched castle which the patriots had succeeded in holding with success.

Two German forces pushed on towards Spalato and, rather than be trapped by superior forces on the peninsula, the patriot bands retired to the mainland, where fighting continued. The view shown above is taken from above Clissa, looking towards Spalato and its land-locked bay. Much of the older part of the city is built within the walls of the huge palace built by the Emperor Diocletian after his abdication. In the background lies Trojir (= Trau), a beauty spot of the Adriatic, which has been heavily bombed by the *Luftwaffe*. This has also been the fate of Solin, the modern town near the site of the Roman city of Salona. Much of the Adriatic seaboard has, however, remained in the hands of the patriots who are continuing their heroic struggle against the Nazi hordes.

CORSICANS PROCLAIM THEIR FREEDOM: Men, women and children display the Union Jack at Ajaccio after the liberation of the island from the German yoke. The great bulk of the population are, of course, of French origin

KING PETER OF YUGOSLAVIA IN CAIRO: With his Prime Minister and Cabinet Ministers, the King arrived there from London on September 29. The Egyptian capital thus becomes the seat of three Governments—the Egyptian, Greek and Yugoslav

FIELD-MARSHAL LORD GORT VISITS A U.S. UNIT IN MALTA. The Governor of the George Cross island recently paid a surprise visit to the only American unit stationed there. He inspected gun positions manned by the unit and chatted to the men

BRINDISI, THE BIG ITALIAN SEAPLANE BASE in the Lower Adriatic, now in Allied hands. The Italian training ships "Amerigo Vespucci" and "Cristoforo Colombo" were found in the naval harbour there

THE FLEEING GERMANS ARE CORNERED IN CORSICA: Nazi Transport aircraft which attempted to take German soldiers from the island to Italy, are caught by Spitfires and shot down into the sea all round the Corsican shores—*Drawing by Roland Davie*

During their departure from Corsica, the Nazis must have lost very heavily in men. Knowing that most of the departure-points were being closely watched by naval units, Ju. 52 transports were sent to the island, to take Nazi personnel off by air. But Spitfires suddenly made their appearance! Whilst patriots and Commandos were hunting the Germans by land, the fighter aircraft which had turned up so unexpectedly were busy in the air above hunting the lumbering transports and shooting them down into the sea. For a number of days the Spitfires, flown by French pilots, wreaked great vengeance and paid off old scores for the Nazi crimes of oppression, brutality and ferocity

FRENCH COMMANDO FORCES ON THE ISLAND OF CORSICA FIGHT THE RETREATING GERMANS. A scene on one of the rocky roads outside Bastia as the Nazis attempted to get clear of the island they could no longer hold—*Drawing by W. G. Whitaker*

Bastia was the only practicable spot from which the Germans could escape from Corsica by sea: from here their way lay across 70 miles of sea, to the island of Elba and then on to the Italian mainland. To check this evacuation, French Commandos from North Africa were landed at various points to break the "Dunkirk" of the Germans. The Commandos were reinforced by Corsican patriots, and together they fought the Nazis and wreaked considerable havoc amongst the retreating enemy. The rocky roads in this island of jagged rock and impenetrable maquis aided the French in their task. The only Germans left in Corsica to-day are either prisoners—or dead

FLAK TOWERS IN THE LONDON AREA

The Elevated Concrete Defence Posts Around the Capital

WHEN the *Luftwaffe* switched over its attacks from high-level bombing to tip-and-run raids on coastal and inland objectives, new dispositions were chosen for the Bofors guns of Anti-Aircraft Command defending these areas. The danger was that low-flying fighter bombers — F.-W. 190's, carrying two bombs each, for example — would come in so low that they might not be spotted from gun-sites on the ground

THE FLAK TOWER IS BUILT ABOVE THE LEVEL OF THE SURROUNDING COUNTRY-SIDE, so as to give a clear and uninterrupted field of fire for the Bofors guns: it also ensures that hedge-hopping aircraft can be detected quickly by the spotters

THE PREDICTOR CREW AT THE READY. Within this box all the calculations are automatically made for the Bofors guns when the latter go into action

THE GENERATOR ROOM IN THE TOWER, which supplies the current for the gun and for the working of the predictor instruments

THE GUN CREW FITTING A FRESH BARREL TO THEIR BOFORS. This is a quite simple operation: it is rendered necessary after the gun has been in continuous action against raiding aircraft. The big shells, it will be noted, are inserted in the breech in clips of four

THE FLAK TOWER IS CONSTRUCTED OF CONCRETE AND IS CAMOUFLAGED: alongside it are the huts in which the gun crews live. In this case, the tower has been built alongside a river and commands a clear view across a wide area of the country-side

ANOTHER IMPRESSION OF THE TOWER, built in a commanding position on the high bank of a river within the London area

To meet this new method of raiding, the gun-sites were established on high ground or on specially constructed towers giving an all-round, uninterrupted field of view, where the light anti-aircraft spotters could maintain their watch without hindrance from factories, tall buildings or obstructions near by. These elevated gun positions, or "flak towers," are manned by normal Bofors-gun detachments of about a dozen men, all working under a sergeant detachment commander. The sites are connected by telephone to a near-by Troop Headquarters, which controls the detachments on all sites in one area. Many vital points in this country are now defended in this way.

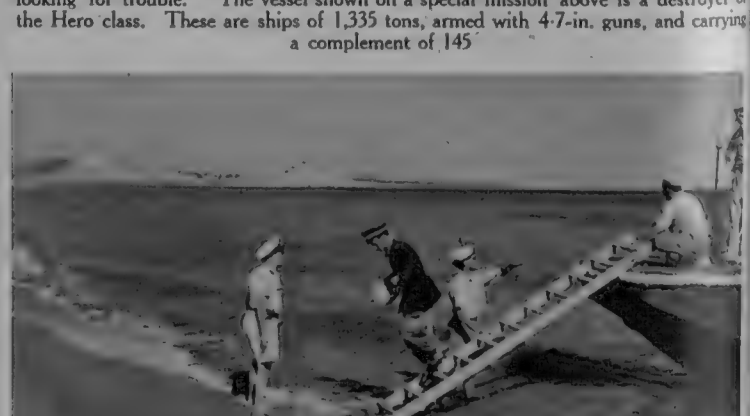
The towers house their own generator rooms, which supply power to control the gun; a look-out post for the trained aircraft spotters; store rooms for ammunition and spare barrels; and platforms for the gun and predictor. Sometimes a hut is built close to the tower to accommodate the detachments, all of whom must be available in a matter of seconds to go into action as one team. Bofors guns are never left unmanned. The average time of engagement against sneak raiders is less than six seconds. Formerly, the gunners received no other warning than the sound of the raiders followed by cannon fire; now the sites receive warning information which gives them a chance of longer engagements with greater fire volume.

Germany also has a number of "flak towers" in position in Berlin and other cities.

THE ROYAL NAVY HAS BEEN ACTIVE AMONGST THE ISLANDS OF THE AEGEAN SEA AND DODECANESE, SECURING THE SEA ROUTE TO OUR "NEW FRONT LINE." Much adventurous work has been carried out by cruisers and destroyers and other vessels, assisting in the capture of strategic points and landing stores and reinforcements. Here a Hero class destroyer is seen carrying out a mission amongst the Greek islands—*Drawing by Montague Dawson*

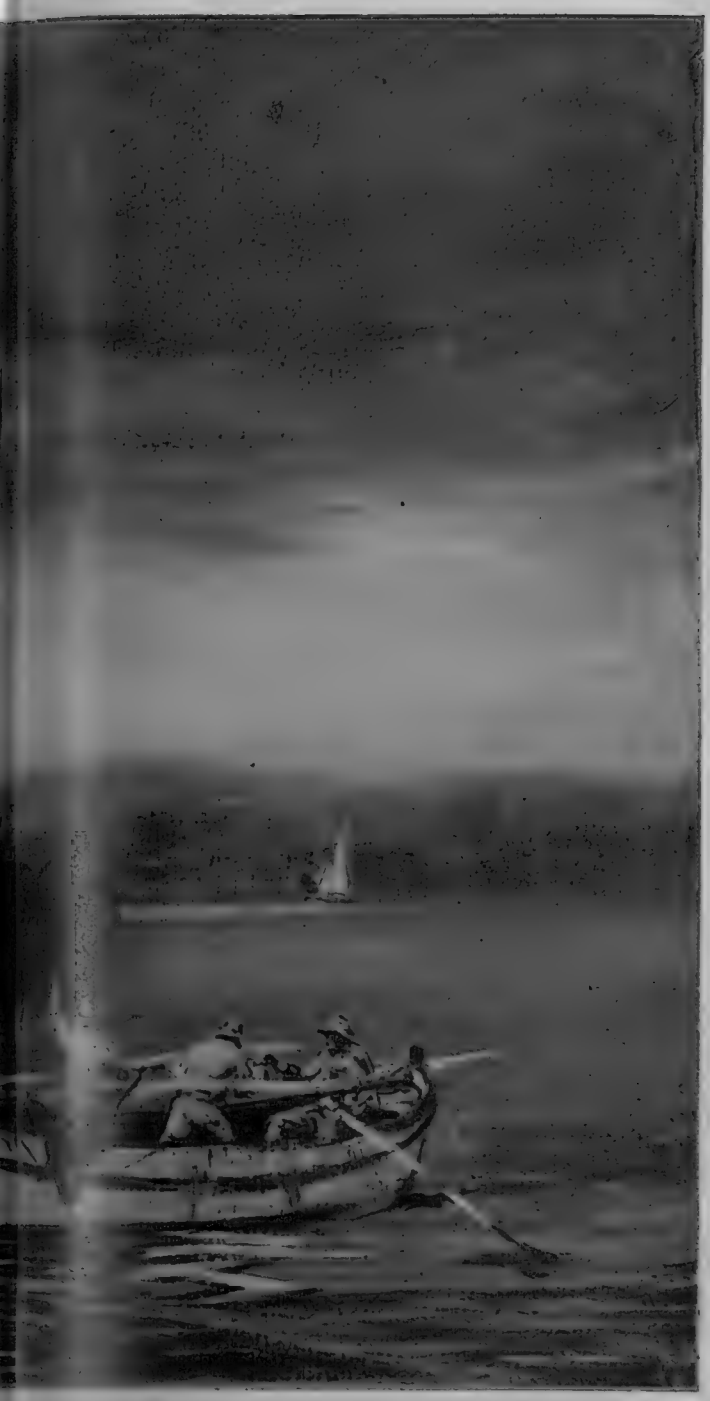
ITALIANS FROM THE EASTERN MEDITERRANEAN ARRIVE AT CYPRUS: A boatload of officers and men who managed to escape from Rhodes are here seen landing at a quay in Cyprus: they were from all three Services—Navy, Army and Air Force

Since the surrender of the Italian Navy, the British warships in the Mediterranean have been more than usually active. "Although methods and routes used by Britain to acquire and secure our new front line in the Aegean are still necessarily secret," writes one British naval correspondent, "I am permitted to emphasise that all British forces are on the offensive." He goes on to relate that he recently spent a day at Porto Lago, erstwhile secret Italian port on Leros, and saw evidence of the Allied determination to maintain a base there and to beat off any German attacks. "I have sailed from Leros aboard a light British naval unit," he states. "While we were in port, anti-aircraft guns fired five or six times. They were guns built in Italy, manned by Italians. They were firing at German reconnaissance airplanes. The Navy is being more than usually silent about the whole Dodecanese operation. . . . That is what it is like in the Aegean to-day: British troops are making landings, with the object of making secure and assisting in the government of the Dodecanese and neighbouring islands, while the Navy is looking for trouble." The vessel shown on a special mission above is a destroyer of the Hero class. These are ships of 1,335 tons, armed with 4·7-in. guns, and carrying a complement of 145



THE FIRST ITALIANS ASHORE AT CYPRUS: There were 186 men, and they arrived from the Dodecanese in eight boats. Since the surrender of Italy, many soldiers, sailors and airmen have arrived at Allied ports in the Eastern Mediterranean. They have come in seaplanes, boats and sea-rescue craft. These two pictures were taken at Cyprus, where, in one batch recently, 186 men arrived in eight small boats. British landing craft were sent out to bring them in

NAVAL NEWS from the MEDITERRANEAN AREA



TWO PICTURES FROM THE VICINITY OF NAPLES: Wrecked enemy shipping in the harbour of Castellamare at the southern end of the Bay of Naples, a target for the Allied Air Forces over a period of many months. Castellamare had been used by the Germans for shipping supplies to their troops in Sicily and North Africa since the beginning of the big Allied Mediterranean offensive *(Pictures sent by radio from Algiers)*

THE ITALIAN FLEET HAVE A "FREE-AND-EASY" WHILST AT REST AT MALTA, and hang out their bedding for an airing

When the many units of the surrendered Navy came in, some of them took the opportunity of airing blankets and bedding in the manner shown above. A submarine is, at the best, a very crowded vessel, with most of its interior taken up with machinery and little space for anything else. Some of the Italian vessels had soon rigged up awnings, the crews had thrown off their irksome uniforms, and everything was "free and easy." Italy was quite well supplied with submarines of all types—big as well as tiny. The crew of a vessel such as that shown in the above picture would number about sixty-six. Probably the crews are not sorry that their fighting days are over!

THE ATLANTIC CONVOY BATTLE

And Two Other Items of Naval Interest —from the Adriatic and from Hollywood

A SCENE DURING THE TEN-DAY BATTLE IN THE ATLANTIC between an Allied Convoy and German U-boats. This was the battle which broke the lull which had lasted for several weeks. The drawing above shows the Convoy turning to avoid a burning ship, which is blazing furiously, while an escort corvette opens fire on the glimpse of a periscope. *(See also notes on right above)*

On left—When U-boats in the North Atlantic returned to the attack of our convoys recently, the ensuing battle lasted for ten days, and in the first three of them several merchant ships and three escort vessels were sunk. In actual fact, *two* convoys were attacked, the second catching up with a slower one ahead while the action was going on. The convoys merged to pool their escort resources. The U-boats came in packs and followed the convoy like a school of sharks. During the first three days the "wolf pack" of submarines made what were described as "stabbing attacks" on the convoys, which were travelling westwards on the outer rim of the Arctic Circle. The drawing on the left shows the scene as the ships were all turning to avoid a torpedoed ship, blazing furiously, while one of the corvettes opens fire at a periscope. Liberator bombers, of which numbers were in action at the same time, seeing the track of a torpedo, are seen dropping their bombs on to it. This is done with extreme accuracy to avoid hitting any ship

A "CARGO SUBMARINE" BUILT OF CONCRETE. Out of the brain of a Hollywood contractor and a Hollywood motion-picture producer has come the plans for this torpedo-shaped semi-submarine. It has been planned in concrete and designed as a troop and cargo carrier. It has, according to its designers, a light weight, speed and safety; and it is predicted that it will have a revolutionary effect on shipping plans of the future. The picture above shows a model of the new type: this is 124 ft. long; 7 ft. in diameter at its widest point; and is powered by two V8 motors. If the trial runs are successful, a full-size 10,000-ton ship will be constructed

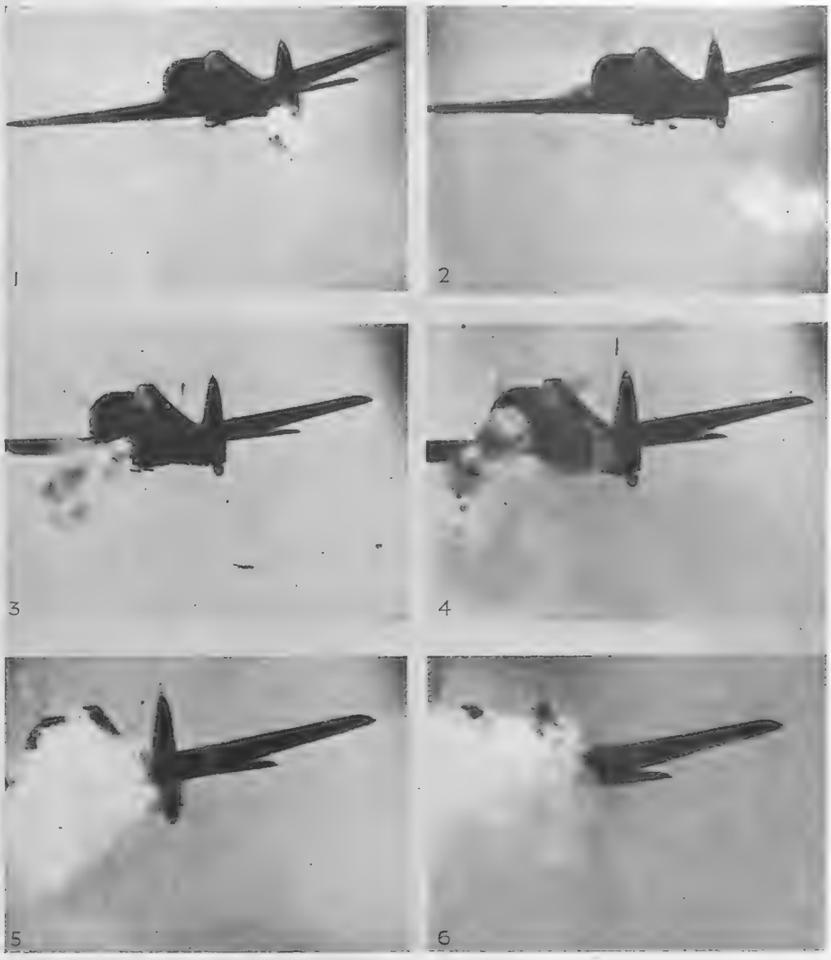
Below—**THE CAPTURE OF A GREAT ITALIAN LINER BY THE GERMANS IN THE ADRIATIC.** When the Italian collapse came, it was realised that the Nazis would attempt to seize as many as possible of Italy's crack liners. What has happened to the *Rex* and *Conte di Savoia*, fastest and most luxurious of all the Italian mercantile marine, is not known with any definiteness, but there have been reports that both were scuttled by their crews. The *Vulcania*, shown in the drawing below, is another crack Italian vessel: accompanied by her sister ship *Saturnia*, she was steaming south in the Adriatic when she was intercepted by a Nazi motor-torpedo-boat and captured. The *Saturnia*, however, made good her escape, and has arrived at a South Italian port. Both vessels are of 24,470 tons and were popular passenger-liners in peacetime. The type of Nazi M.T.B. depicted in the drawing below has its torpedo-tubes built into the hull, and *not* on deck.

—Drawings by Wm. McDowell

THE FIGHTING TYPHOON, *and Other New Pictures, Taken during Operational Flying in Britain and North Africa*

WHEN A HALIFAX CREW RETURNS FROM A BOMBING EXPEDITION. Following up the day attack on Frankfurt on October 4, Bomber Command launched a second heavy assault on the same city on the following night. This picture was taken on a R.A.F. station from which some of the four-engined Halifaxes taking part operated. The crew of "B for Beer" are telling the Interrogation Officer some of their experiences. From left to right are—Sergeant W. Bell (air-gunner, of Hull); Sergeant G. Babbage (back to camera; mid-upper gunner, of Chelmsford); the Interrogation Officer; Flight-Lieut. A. Carey (captain of the aircraft, of New Zealand); Pilot Officer J. M. Clements (bomb-aimer, of Glasgow); Sergeant A. E. Jones (back to camera; wireless operator, of Birmingham); Flying Officer Bill Corbett (navigator, of Saskatchewan); and Sergeant A. H. Allmond (flight-engineer, of Croydon)

THE INSTRUMENT-PANEL OF THE TYPHOON FIGHTER. The control column is in the foreground: on it is the gun button which unleashes the terrific fire-power of this new type fighter aircraft. Twelve ·303 machine-guns are mounted, six in each wing, in some types; other types, used as fighter-bombers, are armed with four 20-mm. cannon-guns



HOW A TYPHOON FIGHTER DESTROYED A GERMAN F.W. 190—six close-up shots taken during the brief engagement. Flight-Sergeant Derek Erasmus is a twenty-year-old Rhodesian from Salisbury, who flies one of these latest aircraft: he recently profited by the advice of experienced pilots to go "right in" when pursuing an enemy aircraft. In an offensive operation by daylight in the Brest area, Erasmus pressed home his attack so closely to make sure of his "kill" that this F.W. 190 blew up just in front of him—as these photographs taken by his cine-camera-gun show. How close he was is indicated by the clarity with which the bomb-rack under the F.W.'s fuselage can be seen. "We were in three sections of two," he said, "when four F.W. 190's dived on us. Four more of the tribe sat up above in the sun, waiting to pick us off. We turned into the four that came down, and a general dog-fight followed. I saw one of them firing at one of my pals. As he broke away I closed with him. I had got him nicely in my sights, and I went right in, pressing my button all the way. He blew up just in front of my nose."

RETURNING FROM A BOMBING RAID OVER THE ENEMY'S LINES IN ITALY: A formation of American Marauders, operating from a base in North Africa, is here seen passing over Stromboli Island, which lies to the north of Sicily and west of the Italian mainland, in the Lipari group. The Marauder is amongst the newest type to be used in operational flying. It is a medium bomber which has a high performance and long range, and which carries a crew of five. Numbers of this type are now also operating from bases in this country

ARE WE THE LOST TRIBES?

The First of Two Articles Dealing with "British Israel" and the Theories Which They Uphold. Described by CHARLES GRAVES

MOST people have heard about the British Israelites, and at the moment Members of Parliament tell me that they are receiving an increasingly heavy letter-bag from followers of this movement or sect. Actually, the Secretary of the British Israel World Federation states that there are in this country only 8,000 members, who pay one guinea a year, together with 250 branches with an average membership of seventy persons per branch. In addition, each Dominion and the United States have a central organisation and a number of branches.

British Israel acquires its revenue from the aforesaid subscriptions, three publishing companies, of which the biggest is the Covenant Publishing Company, and a fortnightly publication called the *National Message*. In addition, it has become recognised and registered as an official charity, and therefore benefits from legacies and donations. Its London premises consist of two fine houses in Buckingham Gate, and the Secretary is a young American named Harold E. Stough, who assures me that for every member of a branch there are ten members of the public interested in British Israel.

Officially, this sect describes itself as a federation of orthodox Christians of many denominations who believe the Bible to be the inspired Word of God, and therefore literally as well as spiritually true.

A dispassionate student of the British Israelite beliefs is bound to come to one simple conclusion—that its leaders are prepared to give the strangest reasons for "proving" that the British and Americans are descendants of the ten lost tribes. Believe it or not, they claim that the origin of the word Saxon is Issacson. I asked Mr. Stough whether this remarkable suggestion meant that the Saxons of Saxony were also the descendants of Isaac (via Ephraim), as the Anglo-Saxons are said to be. He was frankly a trifle dubious on the point, but hinted that this was probably the case.

I further inquired whether the official suggestion (in 1925, when Japan was still an ally of ours) that the Japanese are the descendants of Reuben and Gad was still acceptable. Mr. Stough replied that there was reason to believe that this was so, if only because of the evident connection between Samaria and the Samurai. He agreed, of course, that it is questionable whether (as his predecessors in office maintained) the tribe of Dan really colonised Denmark and became the modern Danes, and he was not at all sure that the British Israelite theory of the Union Jack being the union of Jacob was entirely tenable and historically accurate. He had no doubt in his own mind, however, that the Americans in the United States are the legatees, if not the actual descendants, of the tribe of Manasseh.

In connection with this, the British Israelites point out with care that New Canaan was the name given by the Puritans to America as they set sail in 1630. Furthermore, the number 13 is emblematic of Manasseh's number, and 13 was the original number of States which fought against Britain in the American War of Independence. In his *On Eagles' Wings*, Mr. Stough himself writes: "There are many instances of the recurrence of the number 13 in American heraldry and civic administration.

"It is also not without significance that the number 13 occurred at various critical periods in the history of the States. It has been pointed out that the islands near America were discovered on October 13, 1492, that 13 ships composed the first Navy; that the White House cornerstone was laid on October 13, 1792; that 13 States joined the Confederacy in the Civil War; that the first order for troops was issued on April 13, 1861; that Fort Sumter surrendered on April 13 and Fort Donaldson was captured on February 13; the Civil War ended on April 13. In the Mexican War, the Battle of Chapultepec was fought and the city of Mexico captured on September 13; in the Spanish War, Admiral Dewey captured Manila on August 13; and in the World War America's first expedition of troops sailed for France on June 13, 1917, in a fleet of thirteen ships which were thirteen days crossing the Atlantic. One of the decisive battles of the World War was concluded when General Pershing cut the St. Mihiel Salient on September 13."

A sceptic might, at this stage, suggest that numerology plays a major part in the tenets of the British Israelites. And he would be right. In the September issue of the *National Messenger*, a gentleman who signs himself "J. Bernard Nicklin" points out that "the invasions of North Africa and Sicily occurred at the termination of a period of seven times 1335 days—Israel's period for placing a victory, the starting-points being America's entry into the Great War and the surrender of Jerusalem respectively. . . . Seeing that the present war," he writes, "began seven times 1,290 days—the Desolater's number—from the *commencement* of the Great War, it is consistent that these steps to final victory should have fallen seven times 1,335 days from steps which led to the end of the Great War."

All this is good, clean, honest fun. But I wonder whether the Prime Minister realises that he is claimed to be "very close" to British Israel? This is all because, in his address to the American Congress, he said: "He must indeed have a blind soul who cannot see that some great purpose and design is being worked out here below, of which we have the honour to be faithful servants." Mr. Harold E. Stough says that this is "perhaps the most outstanding British Israel statement that has ever been made." He says "the fact that he spoke as a representative of the British Commonwealth to the American Senate gives to those words a double value. When Israel was divided into two kingdoms, one under that dashing military leader Jeroboam, and the other under the House of David and King Rehoboam, God allayed the fears of the prophet with these words: 'This thing is from me' (1 Kings 12: 24)." I mean to say. . . .

Any religious utterance by a Commander-in-Chief of Naval, Military or R.A.F. forces is promptly claimed as proof positive that the speaker is a British Israelite and, consequently, believes that the British are direct descendants of the ten lost tribes. Admiral Sir John Tovey, General Montgomery, Lt.-General Anderson, General Lord Gort and Air Marshal Sir Richard Peirse are all victims of this extraordinary appropriation. President Roosevelt and King George VI are similarly inducted into the Order of British Israel. No doubt I shall find myself described as a leading disciple.

The Monarch himself is used extensively by the British Israelites as proof positive that the inhabitants of Great Britain all come from Israel. I have been presented with a chart measuring 4 ft. by 2 ft., which shows that His Majesty is descended from Judah, not to mention Jeremiah. It seems that Jeremiah paid a social call on what is now the Irish Free State in company with an attractive Eastern princess named Teatephi, bringing with her the Coronation Stone as her dowry. Jeremiah naturalised himself and apparently took out a card of identity as an Ollam Fodhla. By the same token, King Arthur is said to be descended from Joseph of Arimathea, who, the British Israelites claim, was the Virgin Mary's uncle, and visited Glastonbury. "A" was the daughter of Joseph and *her* daughter married Lea (through Troy from Judah). In turn their son was Brandon, surnamed 'the Blessed,' father of the celebrated Caradoc or Caractacus, who was taken to Rome. His third son was Cyllinus, whose granddaughter married into the second Trojan line and became the ancestress of the Tecks and Guelphs, from whom is descended King George VI. If any further proof is needed (according to British Israelites) that King George is descended from Jeremiah and other points east, you have only to realise that they have royal Welsh blood in their veins, and that the Cymry were really the Khumri of Armenia. The Scots, of course, are actually Scythians, while the Irish are really the tribe of Dan (that will teach them a sharp lesson); and Bob's my uncle. I wonder whether Goebbels knows anything about the British Israelites? I presume that he does not; otherwise his attacks on the Jewish plutocracy would surely have been fortified by the positive proof that all Englishmen are Israelites, being descended from Ephraim, etc. It is only too bad that *The Illustrious Lineage of the Royal House of Britain*—the "vital link that binds the Empire"—published in 1923, concentrates on the fact that the Duke of Windsor, then Prince of Wales, was the one-hundredth descendant (in a direct line) from King David.

This pedigree is great fun. Dietrich, not to mention Dietrich II, King Priam, Art the Melancholy, Albert the Fat, Eystein Glumra, Valdar the Mild, Harald the Old, Halfdan the Violent, Aud the Deep-minded, Attilla's Secretary, and Ingiald are (according to the British Israelites) all ancestors of the Duke of Windsor, and, consequently, of the present Monarch.

AMERICAN SOLDIERS AND SERVICE-WOMEN HUNT DOWN THEIR FOREFATHERS IN BRITAIN

Anxious to visit the birthplace of their ancestors and trace relatives in this country, hundreds of American and Canadian soldiers have been "reading up" their family pedigree. With the help of Mr. George Sherwood, of Brockley, who has been testing, "vetting" and straightening out pedigrees for the past thirty years, many of them have established that their families sailed to America in the *Mayflower* fleet, 1620, the *Winthrop* fleet, 1630, or later seventeenth-century vessels. In the picture above, Mr. Sherwood is seen at his home helping Private Timothy Fitzpatrick, of New York City, and Corporal Eilish H. Harrison, W.A.C., of North Bergen, N.J., to trace their ancestors

THE CHIEF OF THE IMPERIAL GENERAL STAFF IS DECORATED BY THE POLISH PRESIDENT with the Grand Cross of the Order of Polonia Restituta, First Class

A few days ago, M. Raczkiewicz decorated Sir Alan Brooke with this high order at a ceremony at which many notable military men were present. The President of Poland is seen in the centre of this group: on his right is Sir Alan Brooke, and on his left General Sir Hastings Ismay (Secretary of the Chiefs of Staff Committee). General Carton de Wiart, V.C., is recognisable on the left; and General Sosnkowski, Polish C.-in-C., is on the right. In the centre at the back is General Nye, Deputy C.I.G.S., with General Sir Frederick Pile, C.-in-C., Anti-Aircraft Command

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

KNOLE PARK for the NATION

And Other Items of Home Interest

It has just been announced that Lord Sackville and the trustees of the Knole estate are to ask for approval of a scheme under which Knole, the historic seat of the Sackville-West family in Kent, may be handed over to the National Trust for permanent preservation for the nation, with an endowment for its upkeep. With the house would go 53 acres of its park, so well known to all who have passed the estate on the road from London to Hastings.

The Great Hall was built about the year 1460 by the then Archbishop of Canterbury, who had purchased Knole four years previously from Lord Saye and Sele. The house was later occupied by Lord Leicester; and when he gave up possession, Queen Elizabeth presented it to Lord Sackville, her cousin. Ever since then it has remained as the family's home.

The house is said to have as many staircases as there are weeks in the year, and as many rooms as there are days. It is proposed that part of the house be let to the Sackville-West family, and the rest be in full control of the National Trust for showing to the public.

A VIEW OF KNOLE, HISTORIC SEAT OF THE SACKVILLE-WESTS, AT SEVENOAKS, IN KENT, which may soon be handed over to the National Trust, together with 53 acres of its park, for permanent preservation

ANOTHER GIFT TO THE NATION: A sixteenth-century house in Wiltshire, with 10 acres of gardens and grounds

The Court, at Holt, near Trowbridge, has just been presented to the National Trust by Major T. C. E. Goff, with an endowment for the upkeep of the property and of the 10 acres of gardens and grounds. The house stands in the middle of the village: it is about one mile away from Great Chalfield Manor, which was also made over to the Trust a year ago. The Court was originally built in the late fifteenth or early sixteenth century, but its principal portion consists of a highly-wrought Renaissance façade, presumably dating from the late seventeenth century. The windows are regularly spaced, with alternate scrolled and broken pediments above them. Inside there is a fine oak balustered staircase of the period, with panelled rooms to left and right. With the house, certain furnishings and pictures of historic interest are also being handed over. The beautiful gardens were begun by the late Sir George Hastings

THE "VILLAGE OF MUD"—A scene in the main street of Haddenham: This Buckinghamshire village has cottages and houses built from thick layers of mud: it is amongst the oldest in the country. The local mud was discovered by a parson in the fifteenth century: in the old days it was given a special name—Witchert mud—because the villagers hoped the walls would keep out witches. The buildings are believed to last for ever if they are kept in proper repair. They are built in tiers of mud two feet high, bound with straw: the walls are eighteen inches thick

A FRUIT AND VEGETABLE QUEUE AT LITTINGTON, IN SUSSEX: This is a part of the villagers' war effort. Apples and onions, tomatoes, plums, marrows, cucumbers and other good things are piled on barrows, wheeled down from the nearby gardens of Mr. W. Brown, and sold at low prices. Sales average about £2 a time, and the money then buys comforts and parcels for the villagers' menfolk, twenty-five of whom are in the Services and four prisoners of war. To date, the village has contributed more than twenty pounds for this purpose

The World of Books—By Vernon Fane

LIVELY READING IN FACT AND FICTION

The Biography of a Flying Pioneer; Eighteenth-Century American Frontier Battles; A Novel of Occupied France, and a Thriller of the Week

BILLY MITCHELL is known as the stormy petrel of American aviation, and his life is still regarded by many as an example of a man fighting against inertia and prejudice in high places, and against a reluctance to accept new facts and new methods.

FLYING CRUSADER (Peter Davies. 15s.) is a colourful biography of the man, the soldier and the pioneer by Mr. Isaac Don Levine. It is sympathetic, detailed and makes lively reading. General Billy Mitchell has become something of a legend; first for his brilliant fighting record in France in the last war; secondly, for his constant and impassioned advocacy of air power in warfare; and thirdly, for the sensational trial in Washington in 1925, at which he was court-martialled for insubordination in speeches and in articles. As a result of this trial, Mitchell was suspended from rank, command and duty for five years, and resigned from the United States Army two days later. Ten years later he died in retirement, worn out with the fight he had lost. His name will be remembered, though, among all students of air affairs for these four things:

His advocacy of a unified Air Force, such as exists in the R.A.F. and is now largely met in the autonomous organisation of the United States Army Air Forces.

His plea for a unified command of air, land and sea forces.

His demonstration of the vulnerability of the capital ship when caught without air cover and exposed to attack from the air.

His insistence on quality in equipment, personnel and direction as the first essentials of an Air Force.

THE RETIREMENT OF MR. E. C. SCOTT. After 57¼ years of continuous service with the great firm of W. H. Smith and Son, Mr. Scott has just left Fleet Street, where he was a notable figure and in whose development he has played a very large part. Mr. Scott was the manager of the Newspaper Department of Smith's, and he played an important part in the distribution of all the national daily newspapers; at one time, earlier in his career, Mr. Scott managed his firm's business in Sheffield. He is now seventy-two years of age

Mr. Hervey Allan's new novel is, in my view, also his best, for I was never an *Anthony Adverse* addict. In THE FOREST AND THE FORT (Heinemann. 10s. 6d.) he has taken the period in eighteenth-century America, when the nation was going through the prelude to its War of Independence. Primarily this is an adventure story of Indians and settlers and of bitter frontier battles. Mr. Allan belongs to a generous breed of writers, and the book is long, rich in incident and contains enough material to give a more timid author three or four distinct plots.

The chief plot is concerned with one Salathiel Albine, the grandson of an English settler in the American colonies, and the son of a blacksmith who built his forge and cabin deep in Indian territory. When Salathiel was about five years old the Indians were embroiled in the war between the French and the English, and his mother and his father were killed. He himself was kidnapped by the chief, Big Turtle, and lived until early manhood, all through the years of war and massacre, as his son, Little Turtle. Eventually he re-learned English from a captured missionary. By that time the French had been defeated and British reinforcements were coming to subdue the hostile Indians. Big Turtle decided to make a secret peace, and sent Little Turtle to be his emissary to the commander of the Fort which the Indians were besieging. Here he became Salathiel once more, and began his new life by training to become the commander's valet.

Since he knew so much about warfare in the forests Salathiel accompanied the commander on an expedition to enforce a royal proclamation against selling guns and ammunition to the enemy, and the story ends with the rout of the traders, and the commander's promise that Salathiel shall be given a suitable military appointment.

Such a brief resumé gives little indication of the book's vividness or of its quality of breathless excitement. As for the period it depicts, this might be a pleasant and painless way of learning a little American history.

The best thriller of the week from a technical point of view, as from the angle of entertainment, is certainly Mr. H. C. Branson's I'LL EAT YOU LAST (Bodley Head. 7s. 6d.). The title is provocative but it is also misleading, since it refers only to the threat that Cyclops made to Ulysses—"Thee shall I eat last of all thy comrades." That, however, is the only carnivorous touch in the story which, for the rest, deals with straightforward murders by drowning, shooting and high-speed sabotage.

The setting is in and around an American city; partly in a pleasant, untidy flat and partly in a magnificent senatorial estate by a lake (hence the drowning). A gregarious and bearded detective is called in by the senator to investigate the death of the latter's wife. The lady, who was really no lady, is found drowned after a particularly hectic drinking party, and the hirsute Mr. Bent wastes little time in proving that this is a case of murder. From that moment, step by well-constructed step, a murderous conspiracy is revealed, with Mr. Bent in the last stage getting both the murderer and his blackmailer together in a room and letting them shoot it out.

Two things are apparent about this writer, whose name is new to me: he has a gift for conveying changes in human atmospheres, and he has a very tidily arranged mind. Both of these qualities should be particularly useful to a man writing really good detective fiction.

In the past year or two there have been several good novels with Nazi-occupied France as their theme, so that one may be forgiven for not finding originality about Mr. Vladimir Posner's FIRST HARVEST (Heinemann. 8s. 6d.). On the other hand, it is excellently written, and has none of the false and contrived atmosphere which these stories often possess.

The story itself is simple enough, though none the less dramatic, or even melodramatic, for that. A private named Huber of the detachment occupying a little French coastal village disappears, and the incompetent von Klemm, who is in command, questions the villagers and subsequently reports to headquarters. Huber has deserted, being a simple peasant worried about the harvest on his Bavarian farm. He accidentally falls from a dangerous cliff and his corpse is found.

Two S.S. officials visit the village and its entire population is informed that unless the murderer confesses, ten hostages will be taken and three shot immediately. A girl named Yvonne has seen Huber after his disappearance and testifies that he deserted, but she is told that a German soldier never deserts. After the shooting of the first three hostages Yvonne kills a young Nazi soldier at the scene of Huber's accident, and leaves a note confessing to the murder, and averring it as proof that she killed Huber also. A week later the disappearance of another German private is announced to von Klemm.

If there is nothing original here there is much that is human and much that is heroic, in the conflict of inflated Nazism with simple, unambitious patriotism.

101 GAMES TO MAKE AND PLAY (Batsford. 6s. 6d.) is an interesting volume and a practical one, since Mr. Arthur Horth believes in passing on not only the rules of round games and games of skill, but also the methods of making them one's self. Here you will find directions for playing shops, that game so perennially fascinating to children, and also for making the shops. Armed with this book, you should be able to make your own draughts-board, your own halma men, your own jigsaws and your own skittles. In the small remnant of the year not occupied by the making of these things, you would presumably play the games themselves.

Mr. Ashley Courtenay's wartime edition of LET 'S HALT AWHILE (5s.) is as full of practical advice as ever, and has been designed to help those who want to find a congenial place in the south of England for their few days of leave. His recommendations of hotels, inns and guest-houses are all based on personal experience, and he proves himself a candid judge of degrees of comfort.

FIFTY MILLION BOOKS COLLECTED IN ELEVEN MONTHS during a record Book Salvage drive: One of the 5,000 scrutineers examining salvaged volumes in preparation for classification. Last October the National Book Recovery and Salvage Campaign launched a huge Book Drive with a target of 50,000,000 for the ensuring year. Recently Mr. C. U. Peat, Parliamentary Secretary to the Ministry of Supply, announced that this target had been reached in record time and that the Ministry of Supply had launched another drive for another 50,000,000 books. It is remarkable, too, that only about 5,000 chosen "scrutineers," made up of local committees, had examined and read and finally graded these books. The books are destined for one of three categories: A—those suitable for the Forces to read; B—those suitable for re-stocking those libraries damaged in the blitz; C—those of no particular value sent for pulping and then turned into munitions. Children played a very considerable part in the collecting of the books. They formed street groups and called themselves "Book Commandos," receiving decorations in the form of badges for outstanding work in this direction. The most a child collected was 3,000 volumes. Dolls' prams and soap-boxes on wheels were their collecting vans

CLOUD READING FOR PILOTS (John Murray. 10s.) expresses its intention in the title, but it makes a fascinating study for the layman as well as for the expert. Miss A. C. Douglas, who has served for two years in the present war as a ferry pilot, and before 1939 ran her own gliding club, believes that pilots can get to know the changes in the weather and be able to make their own forecasts by understanding the look of the clouds. At least half the book consists of excellent photographs, supplemented by diagrams, and the author's wish that it should be used as a practical, though not necessarily a complete guide to cloud-reading, is evidently fulfilled.

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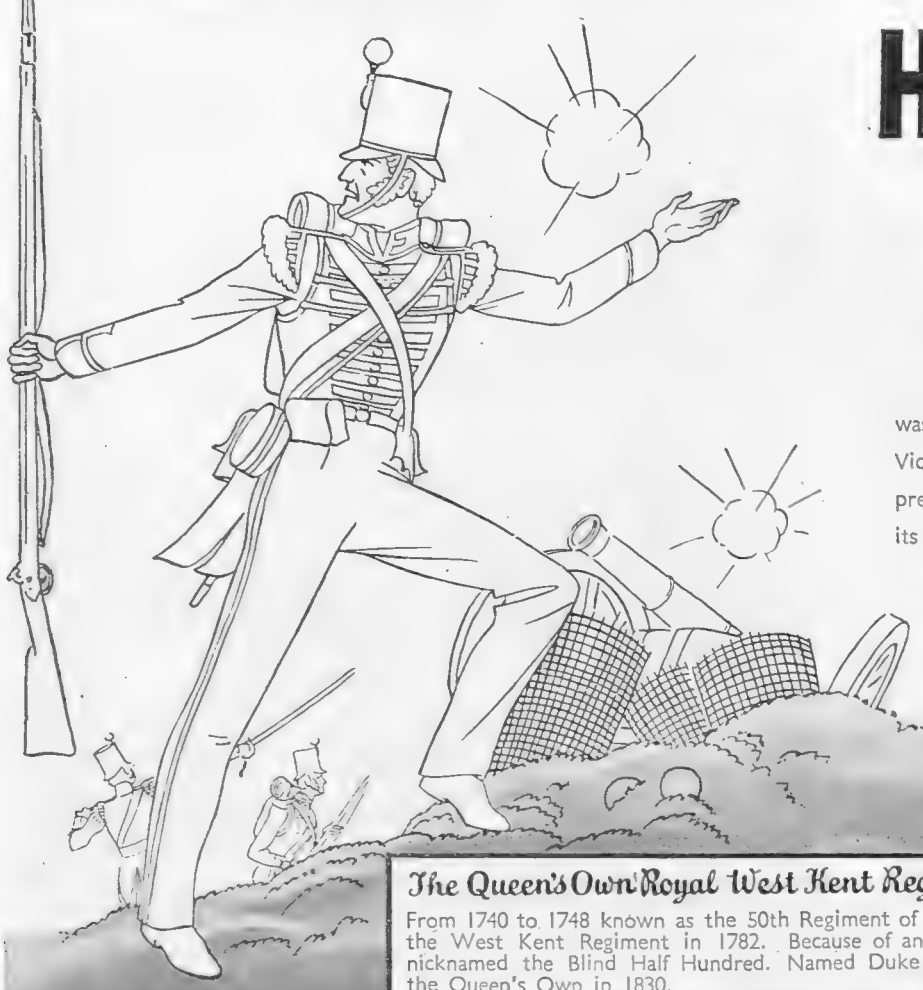

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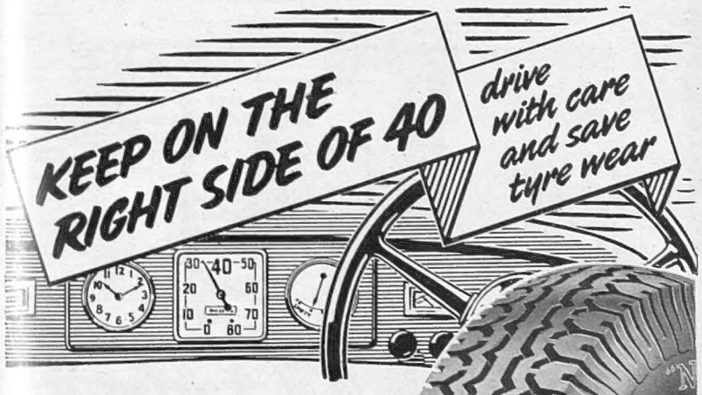

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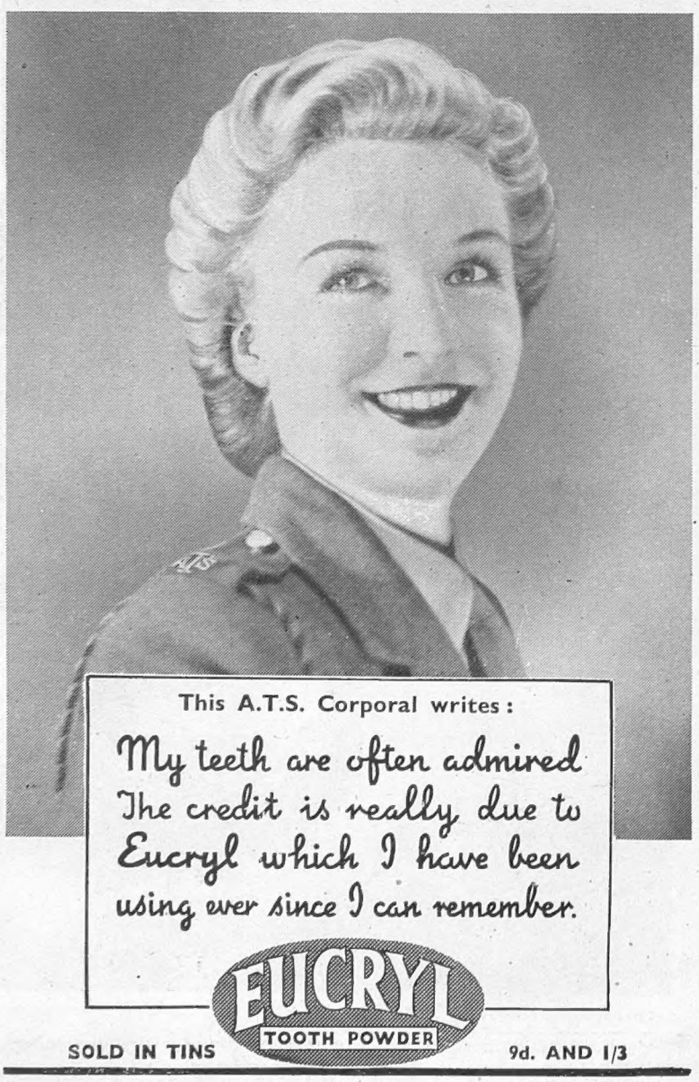

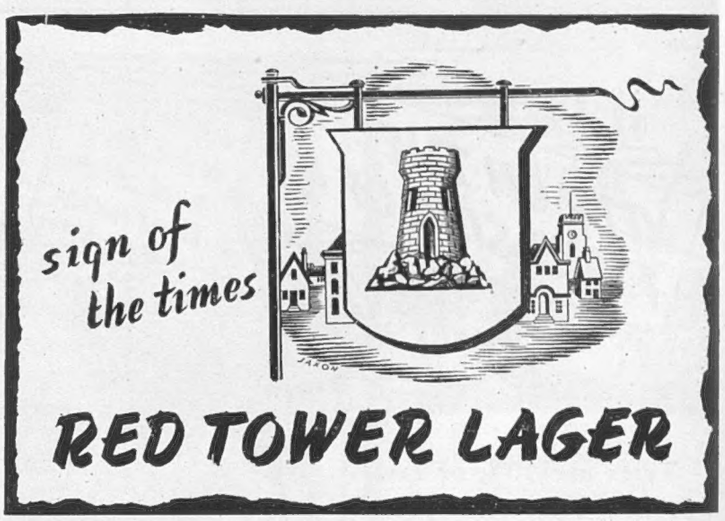

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